

# AMERICAN RAILROAD JOURNAL, AND ADVOCATE OF INTERNAL IMPROVEMENTS.

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## AMERICAN RAILROAD JOURNAL, &c.

NEW-YORK, JUNE 22, 1833.

**NEW-YORK AND ERIE RAILROAD.**—On a subsequent page will be found a letter from Judge Wright, with other interesting facts, relative to this road, to which we would ask the attention of our readers. We shall again refer to it in our next, and give a map, showing the outlines of the country, with the route of the various great lines of communication from the Atlantic to the Ohio, by which the importance of this route, as well as of its early accomplishment, will readily be seen.

**NEW-JERSEY RAILROAD.**—We invite the attention of the friends of Internal Improvement to the Circular addressed to the Stockholders of the New-Jersey Railroad and Transportation Company, a part of which is published in this number of our Journal, and will be concluded in the next. It presents a highly encouraging view of this important public work, and no person can peruse it without being forcibly impressed with the great advantages which it will confer on the whole section of country through which it passes, and on this city in particular. New-York has a deep interest in this railroad, and its speedy completion will not only unfold its numerous benefits, but insure, by its revenue, a rich return to its stockholders for the monies they have invested.

**UTICA AND SCHENECTADY RAILROAD.**—The amount subscribed to the stock of this Company, in New-York alone amounts to 5,286,000 dollars. The amount of subscriptions in Albany is \$3,258,100—Utica not yet heard from.

The whole amount required by the act of incorporation is two millions of dollars.

The last link in the chain of the RAILROAD FROM ALBANY TO FORT GEORGE is about being completed by the construction of the Warren county Railroad, which extends from Glen's Falls to Lake George.

**GREAT AU SABLE RAILROAD STOCK.**—If the Saratoga and Fort Edward railroad stock is worth 125 to 126 per cent. the above stock will be worth 140 to 150 per cent. In evidence of which the following statistical sketch is stated by the northern commissioners from correct data which can be relied on. The distance from Port Kent to Keeseville is 4 miles. Capital stock, \$60,000.

Should the road cross the Great au Sable river at the high bridge, (one of the greatest natural curiosities in America, 40 feet wide and 200 feet deep, the sides perpendicular walls of rock,) and strike the lake at a bluff, thence south one-third of a mile to the wharves protected by a sea wall, it will not require any stationary engine.

The following amount was transported from and through Keeseville to Port Kent in 1832, viz.:

One million pieces boards and plank, equal to	10,000 tons.
Iron and nails	6,000 do.
Potash and other articles	2,000 do.
From Port Kent to the interior, through Keeseville:	
Merchandise	5,000 do.
Other articles	2,000 do.

Total 25,000 tons

and rapidly increasing.

With the exception of Burlington, more passengers embark at Port Kent than at any other point on Lake Champlain. Should the wharves and stores at that place become an appendage to the railroad, which is in contemplation, this stock will be among the most productive in America.

Another consideration highly interesting to the commerce of this city: it is well known that a railroad charter was granted last winter, with amendments, intended to proceed from Port Kent to Ogdensburg, in the view of diverting from Canada and the Erie Canal a portion of the western commerce. The present road is considered as a mere entering wedge to effect that grand object. Troy must in course reap the first fruits of that commerce, and, if we are true to ourselves, hold it permanently.

It is hoped that capitalists will probe this subject to the bottom, previous to the opening of the books of subscription at the Eagle Tavern,

South Market street, Albany, the 25th, 26th, and 27th instant.—[Daily Troy Post.]

**HANCOCK'S STEAM CARRIAGE.**—The following letter of Mr. Hancock, showing the performances of his Steam Omnibus, is taken from Bell's Weekly Messenger, to the Editor of which it is addressed:

Stratford, May 3, 1833.

Sir,—More than six years have elapsed since I began my experiments on Steam Locomotion, and I have followed them with an ardor that did not admit of any diversion from the object, which I kept steadily in view.

During the past fortnight I have exhibited daily on the Paddington road a Steam Omnibus, the result of my experience; and having hitherto steered clear both of extravagant anticipations and exaggerated statements, I should be sorry now if any such should find their way into the public prints; and in order to prevent this, as far as I am able, I beg to hand you an account of each day's performance, if you think it is of sufficient interest to occupy a place in your columns.

Having furnished these data, and given to the public opportunities of witnessing the performance of this carriage in the streets and on the most crowded and hilly road in the immediate neighborhood of the metropolis, I trust that I have demonstrated to the most sceptical the practicability of applying steam economically to the purposes of inland transport.

	Miles.	Total time.	Delays.	Travelling time.
April 22—From City-road to Paddington, thence to London Wall, and back to City-road	10	68	18	50
23—City-road to Paddington, and back	8	71	9	62
24—Do. do.		64	11	53
25—From City-road to Paddington, and back to the middle of Pentonville-hill, where the pressure of the steam broke the piston of the off Engine				
26—Put in new piston, double the strength of the former. From City-road to Paddington, and back	8	49	5	44
27—Do. do.		50	5	44
28—Do. do.		51	5	45
30—Do. do.		51	6	45
May 1—From City-road to Paddington, thence round Finsbury-square, and back to City-road	10	78	15	63
2—Do. do.		67	9	58
3—Do. do.		79	18	61

The average quantity of Coke used has been three bushels each journey. I am, Sir, your obedient servant, W. HANCOCK.



*Circular to the Stockholders of the New-Jersey Railroad and Transportation Company, exhibiting the past operations, present situation, and future prospects of the Company. Prepared by order of the Board of Directors.*

The undersigned were appointed a Committee by the Directors of the New-Jersey Railroad and Transportation Company, to prepare a Circular exhibiting to their stockholders the past operations, present situation, and future prospects of the Company.

In discharging the duty devolving upon them, they would state, that shortly after the subscription to the Capital Stock, the election of the Officers and the regular organization of the Company, in June last, the Board appointed Major Ephraim Beach, extensively known as a scientific and practical Engineer, to take the superintendence of this work. Under his direction, the ground between the cities of New-York and New-Brunswick was carefully examined, and a very advantageous location selected. It was found, from actual surveys, that the whole line might be brought to a grade not exceeding twenty-six feet per mile, at a reasonable expense.

The cost of grading a road for two tracks, and the laying down of a single track, from the Hudson river to Newark, a distance of near eight miles, with suitable turnouts, according to the estimate of the Engineer, was \$290,865, inclusive of the bridges over the Passaic and Hackensack rivers. In this estimate was included the deep cut through Bergen ridge, and the embankment across the marshes. By a provisional arrangement with the Paterson Railroad Company, the road for both Companies, from the west side of Bergen ridge, through the deep cut, and across the heavy embankments on the east of the ridge, and to the Hudson river, is to be constructed under the charter of this Company, and to be the joint property of the two Companies: the Paterson Company paying two-fifths, and this Company three-fifths of the expense of construction; and each Company using the same, for the business done on the respective roads, without accounting to each other for the same; the road from the point of junction to the Hudson is to be kept in repair by the two Companies, each paying towards the same the proportion they respectively pay for the construction. This arrangement will reduce the expense of this Company \$55,171, leaving only \$235,693 as the cost of construction from the Hudson to Newark. From Newark to New-Brunswick the cost of grading the road for two tracks, and the laying down of a single track with passing places, was \$259,518. No apprehension exists that the cost of any part of the work will exceed the estimates, the only doubt that has been entertained was in relation to the embankment on the marshes. It was feared that these embankments might sink beyond the calculations of the Engineer. Experience, however, has fully settled this point. A large portion of the heaviest embankment has been carried across the worst part of the Marsh on the whole line, that lying near Prior's Mill, and has become fixed and permanent, so that as accurate calculations may now be made of the embankments required across the marshes as elsewhere. There is a large quantity of cedar logs lying on the marshes, which are procured at a small expense, and used for the foundation of the road. It is thought that plank would not make so permanent a foundation, and would cost three times as much as the logs. The Board were so well satisfied with the estimated cost of constructing the road, compared with the business that would naturally and almost inevitably be done by the Company, that they resolved to prosecute their enterprise with the utmost vigor. They were met, however, at the outset, with the formidable claims of the complete monopoly which the United Passaic and Hackensack Bridge Company made of the right of constructing bridges across the two rivers just named. A negotiation was immediately

opened to procure from the Bridge Company their consent to construct bridges for the use of the Railroad, across the rivers. The Proprietors of the Bridges, apprehending that the Railroad Company would carry the passengers, and a considerable portion of the merchandise transported on waggons between Newark and New-York, refused to give their consent, upon any terms which this Company could accept. No alternative remained, but to enter upon expensive litigation, or purchase the stock of the Bridge Company. The latter course was resolved upon, and the purchase effected upon terms highly advantageous to this Company, as well as to the Bridge Stockholders. The capital stock of the Bridge Company was estimated at one hundred and fifty thousand dollars, equal to one hundred and fifty dollars per share. Upon this amount it had for a considerable time past divided to its stockholders about seven per cent. It also had a surplus fund, amounting to near thirty thousand dollars, which was constantly accumulating. By the terms of the purchase, the stockholders of the Bridge Company were to receive one hundred and fifty dollars a share for their stock, at the expiration of two years from the first of January last, or as soon as the Railroad should be completed from Jersey City to Newark—they receiving their dividends in the mean time; or they had the privilege of electing immediately to take Railroad stock at par, to be transferred at the same time, and to draw their dividends until the transfer should be made. A very large majority of the stockholders of the Bridge Company elected to take Railroad stock, and are identified in interest with this Company; so that in reality the Railroad Company have purchased, for one hundred and twenty thousand dollars, stock worth at least one hundred and fifty thousand dollars, together with all the right which the Bridge Company possessed, of passing the Passaic and Hackensack rivers by bridges, for sixty years to come; while by the exchange, the Bridge stockholders receive a stock which will pay them a much larger dividend for the moneys invested than they formerly received.

By the charter of this Company, the individual stockholders, and the State, which holds one half the stock of the Turnpike running from Hackensack river to Jersey City, have the privilege, at any time within two years from the passing of the charter, of subscribing to as much stock in the New-Jersey Railroad Company, at par, as the fair value of their stock was worth, at the time of passing the charter: the value to be ascertained by the Chancellor of the State; or to take money for the same, at their option. No doubt can remain but that they will elect to take Railroad stock. Should they not, however, take the stock of this Company, the amount to be paid them would probably be about twenty-five thousand dollars.

Having thus acquired the Bridge charter, and all other obstacles being removed, the Board proceeded to put the whole line under contract, from the Hudson to Rahway. That part of the work between Jersey City and Elizabethtown to be commenced immediately, and the residue at the option of the Board of Directors of this Company. The work on this portion of the route was let to highly respectable companies and individual contractors, at prices considerably below the estimated cost of construction. Contracts have been made for timber of the best quality, for the superstructure of the road and bridges, upon the most advantageous terms, to be delivered during the ensuing summer. The bridges across the Passaic and Hackensack rivers will be built upon piers, formed by driving piles, which will be strongly braced, and capped in such manner as to admit of stone piers being built at any future time without difficulty. Towns' plan of bridge will be adopted, and it is estimated that the two bridges can be built for fifty thousand dollars. Contracts for the superstructure as well as for the timber have already been made, and the bridges are both to be completed by the first of De-

cember next. It is estimated that a bridge upon stone piers may be constructed across the Raritan at New-Brunswick for about forty thousand dollars.

The contractors for the deep cut through Bergen ridge, and for the embankments on either side of the hill, commenced their operations in December last. Notwithstanding the inconveniences attending the prosecution of such a work in the winter season, they have already excavated 6,253 cubic yards of solid rock, 55,575 cubic yards of earth, and have raised 67,032 cubic yards of embankment. The grading of the road between Newark and Elizabethtown has been commenced, and will be prosecuted with vigor. Should no unforeseen accident occur, to interrupt and very greatly retard the progress of the work, it is confidently expected that the road from the Hackensack river, through Newark, to Elizabethtown, will be finished and in operation during the next fall, and that the road from the Hudson to Elizabethtown will be completed and put in operation during the spring or summer of 1834. The whole line from the Hudson river to New-Brunswick, it is believed, may be completed and put in operation within two years. The time limited by the charter for its construction is five years from the commencement of the work, or about four years from this time.

It only remains for the Committee to present the future prospects of the Company, as they believe them to exist, after a careful examination of the facts connected with the subject. This is the least pleasing part of the task assigned to the Committee; not because the prospect they will present is an unfavorable one, but because the confidence of the public has been so often abused by promises and calculations of gain, which have resulted only in loss and disappointment.

According to the best estimate that can be made, from the number of stages that pass the bridges daily, and the number of passengers that have been ascertained to go by other means, the whole number of passengers between Newark and New-York is not less at present than three hundred each way, making six hundred passengers per day, exclusive of Sundays, who pay at least forty-four cents each, besides their ferrage. After deducting from the receipts of the bridges the tolls received for stages and other vehicles carrying passengers, and for the waggons carrying merchandise between Newark and New-York, the residue would be sufficient to keep the bridges and road in repair, and to pay a dividend of five per cent. on the capital. But should this calculation prove incorrect as to the receipts of the bridges and road, it will only prove that the estimated receipts of the railroad are too low, as every dollar taken from the receipts of the bridges and road will add five to those of the railroad. There is also a considerable business carried on between the places just named, in merchandise on waggons, consisting of manufactured articles, such as shoes, hats, carriages, saddlery, &c. sent to the city, and a return of the raw material to the manufacturer, and other articles to the merchant. The amount of tonnage thus transported is estimated, by those immediately interested in the business, at eleven thousand eight hundred and twenty five tons per annum: for the transportation of which an average of from three to four dollars per ton is now paid. On the railroad the cost of transportation will not exceed one dollar per ton: consequently, the Company will be the carriers of this branch of trade. The railroad will probably pass the canal at a basin within a few yards of its termination, on the Passaic river, and in the centre of the docks from which the principal freight business between Newark and New-York is carried on. There are twelve sloops engaged in this business, making at least two trips per week each, and carrying from thirty to fifty tons each trip. During our coldest winters the navigation of the Passaic is closed about sixty days, leaving two hundred and fifty three



days, exclusive of Sundays, for the freighting business. According to this statement, the amount of merchandize transported by the sloops at this time is at least sixty-nine thousand one hundred and twenty tons per annum. It has been constantly augmenting by the growth of the town and adjacent country, for many years past. When the Morris Canal shall get into full operation, and there is every reason to believe that this will shortly occur, the amount must be greatly increased. One fourth of the present business done by sloops, or seventeen thousand one hundred and eighty tons per annum, it is believed, will, from the nature of the articles to be transported, go on the railroad. The price of freight by the sloops is from 50 cents to \$2 per ton; by the railroad it will not exceed \$1 per ton.

Between Elizabethtown Point and the city of New-York there are two hundred persons passing daily, according to the estimate of those best acquainted with the subject in Elizabethtown, paying 12½ cents each for their transportation to the Point, and 25 cents from thence to New-York. It is believed that at least one half of these will go by the railroad. There is also about 19,750 tons of merchandize passing annually between these places, costing \$1.40 per ton for the transportation. It may be carried on the railroad for \$1.25 per ton.

The business of Rahway is very considerable. Several of the substantial manufacturers and merchants residing there have offered to guarantee to the Company an annual income from the transportation of passengers and merchandize from that village and its vicinity, alone, sufficient to pay an interest of six per cent. on the construction of the whole road from Newark, through Elizabethtown, to that place. The whole amount of business is estimated at from thirteen to fourteen thousand dollars.

There is an extensive business carried on between New-Brunswick and New-York, employing four steamboats. The number of passengers is estimated at 200 per day each way, who pay 50 cents for the passage between the cities. Ten sloops are also engaged in the freighting business, making at least one trip a week, and carrying from 30 to 40 tons each, both ways, or from 30,000 to 40,000 tons annually, and charging from 80 cents to \$6 per ton. It is supposed that the steamboats carry about 15,000 tons of merchandize during the season, at prices varying from \$2 to \$6 per ton.

The foregoing estimates are based on the actual amount of business now done between the city of New-York and the several points on the road, by steamboats, and other modes of conveyance. In estimating the income of the road, it will be assumed that the whole business of Newark and Rahway, now carried on by stages and common waggons, will be done by this Company; and that one-fourth of the merchandize now transported by sloops will take the railroad. From Elizabethtown, we have assumed that half the passengers and merchandize, going now by the steamboats, will be carried by this Company; and that one-fourth of the merchandize now passing by sloops will pass on this road. From New-Brunswick, it is assumed that half the passengers and merchandize now conveyed on steamboats, and one-fourth of the merchandize conveyed by sloops, will be transported by the Railroad. It should also be borne in mind, that the New-Jersey Railroad runs through all the post towns on the route, from one extreme to the other, and will consequently afford facilities to the mail contractors of conveying the mail—of which they will no doubt avail themselves. The income from this source, supposing the mail to be conveyed in a single carriage as heretofore, with only five passengers each way, with one ton of baggage, will amount to \$5,256.

The estimated receipts upon the road will then be as follows:  
Toll on the bridges and Newark turnpike road between Jersey City and

Newark, from the ordinary travelling, at 5 per cent. on the capital,	\$8,750
U. States Mail, with one car for baggage carrying one ton, and one car carrying 5 persons, once a day each way, 365 days, will pay for cars, baggage, and passengers,	5,256
Three hundred passengers between Newark and New-York, each way, or 600 passengers at 25 cents each, will pay for 313 days, (exclusive of Sundays,)	46,950
Twelve sloops plying between Newark and New-York, making two trips a week, averaging 40 tons each way, at the rate of from 50 cents to \$2 per ton, for thirty-six weeks, making 69,120 tons per annum, one quarter of which, viz. 17,180 tons at \$1 per ton, will be	17,180
Eleven thousand eight hundred and twenty-five tons of merchandize now carried on waggons, at \$1 per ton, will pay	11,825
Fifteen hundred tons of merchandize now carried by steamboats, one half at least of which will go by the railroad, at \$1 per ton, is	750
One hundred and sixty passengers from Elizabethtown, not including those coming from Rahway, one half of whom at 37½ cents, will pay for 313 days,	18,780
Nineteen thousand seven hundred and fifty tons of merchandize from Elizabethtown, to N. York, one quarter of which, viz. 4,937½ tons will go by the railroad, paying \$1.25 per ton, is	6,172
Forty passenger, between Rahway and New-York, (20 each way) at 44 cents, will pay for 313 days	5,509
Three thousand three hundred and thirty-three tons of merchandize from Rahway to New-York, the portion which it is estimated will be taken between those places on the railroad, per year, at \$1.33 per ton,	4,444
Four hundred passengers per day (200 each way) between New-Brunswick and New-York, one half of which, viz. 200, it is believed will take the railroad, at 50 cents per day for 313 days, will amount to	31,300
Thirty-six thousand tons of merchandize carried annually from New-Brunswick to New-York, one quarter of which, or 9,000 tons, by the railroad at \$1.50 per ton, is	13,500
<b>Total amount of receipts,</b>	<b>\$170,416</b>

ESTIMATED COST OF ROAD, MOVING POWER, &c.

The whole expense of completing the road for one track, with suitable passing places, from the Hudson to New-Brunswick, including the Bridge and Newark Turnpike Companies, the bridges over the Hackensack, Passaic, and Raritan, and the moving power, cars, &c. as per report of Engineer, appended hereto, is	718,912
Add cost of superstructure for a second track on the whole line (30 miles) at \$1,710 80 per mile, is	141,324
<b>Total for the completion of the whole road, with double track,</b>	<b>\$860,236</b>
The annual expense, including renewal of road, moving power, cars, &c. is estimated by the engineer as per report, at \$35,640; by subtracting which from the annual receipts, as presented in the foregoing statement, there is left the sum of \$134,775, yearly applicable to the payment of dividends to the stockholders, or upwards of 15½ per cent.	
It will be perceived, that in the statement of the probable annual expenses in the report of the engineer, provision is made for moving power and cars calculated to do more than twice the business embraced in the estimate, and that the road itself, when completed with	

a double track, as the statement of its cost contemplates, is capable of affording employment to at least five times more moving power and cars than estimated above.

[To be continued.]

**NEW PADDLES FOR STEAMBOATS.**—What the sail is to the wind the paddle may be deemed to the steam-engine—the means by which its force is communicated as a moving power to the vessel. As there are few subjects on which the minds of sailors have been more intently fixed than the size, shape, and position of the sails, so has the form and proportions of the paddles engaged the anxious attention of the navigators by steam. Experiments, infinitely various in their characters and designs, have been tried during a series of years, with results so unsatisfactory, that the subject has been left almost exactly where it was taken up; and the wheel, with all its disadvantages, has still been deemed the least objectionable form of paddle hitherto invented. We have, however, now to make our readers acquainted with a contrivance which appears to hold out every prospect of obviating the principal objections to the paddle-wheel in ordinary use. The loss of power inseparable from the action of a wheel upon the water, has been variously calculated; and as there is no doubt, without entering into particulars, that it is very great, the advantage will readily be understood of a paddle which makes no back-water whatever, and consequently applies the whole power exerted by the engine to the propulsion of the vessel. As the paddle-box, too, is admitted to be a great impediment to the progress and easy navigation of a vessel, when opposed to a head sea, foul wind, or heavy gales, it may properly be reckoned among the advantages of the new paddle, that it requires no box or covering whatever. Another advantage is the facility with which the paddles may be removed altogether, when the wind is sufficiently fair to put the vessel under canvass, whereby a large saving of coal would be effected, as steam vessels are at present obliged to keep their engines at work, be the wind ever so fair, or the vessel sailing ever so fast; for as the paddle-wheels cannot be removed from the water, they would, without they were kept going, afford a powerful resistance to the progress of the vessel. In the application of steam to ships of war, the new paddles also lay claim to another advantage over the ordinary paddle-wheels, by never rising above the level of the gun-deck of the vessel; so that a whole line of guns might be pointed in any direction, without interference with, or from, the propelling power, which obviously could not be the case in an ordinary steam vessel, with its rising wheel and high-built paddle-box. The new invented paddles may be thus described:—Two three-throw crank shafts project horizontally from the side of the vessel, a paddle presenting a surface of 10 superficial feet being suspended from each throw of the shaft nearest the head of the vessel. The second aftermost shaft may be termed the driving shaft, and is furnished with three connecting rods of which the extremities are attached to the corresponding paddles. The two shafts being thus united, the paddles in making their revolutions necessarily retain a perpendicular position. The shafts are driven by a centre and two spur wheels, so that the speed of the propelling power may be adjusted to that required for every class of vessels. We have seen a well constructed model at work as we describe, and coincide with the opinion of the scientific men before whom it has been exhibited, that it will be perfectly efficient when brought into operation on a large scale. This simple and beautiful contrivance is the invention of Mr. Grant, storekeeper of the Royal Clarence Yard at Gosport, whose ingenious machinery for the manufacture of biscuit for the navy has already brought his name favorably before the world.—Mr. Grant has not attempted to monopolize his invention, by securing for himself the protection of a patent, liberally preferring to throw his ingenious contrivance into the hands of the public at large, and thus afford an opportunity of the merit of the plan being ascertained by a fair and spirited trial.—[Athenaeum.]

**INTENSE FLAME.**—In the flame of the compound gas blow-pipe, we perceive a power almost irresistible. The late Dr. Clarke, of Cambridge, informed me he had, in one experiment, no less than an ounce weight of platinum in a state of perfect fusion in it.—With it I succeeded in fusing the diamond, which seemed to be as completely liquid as a globule of oil, when acted on by a minute stream of air, and the jet of flame seemed actually to impress the fused portion of the diamond. With this powerful though dangerous apparatus I also melted two emeralds into



limpid mass. The flame in this instrument, however, is probably solid, from the close contact of the inflammable matter, and the supporter of combustion.—The light produced when this compound flame is forced to play on calcined lime or magnesia, is exceedingly dazzling, indeed altogether overpowering, by its splendor. The principle has been made subservient to a most valuable purpose, namely—the measurement of the base of the triangle in the grand trigonometrical survey of the British Isles. Lieutenant Drummond, I believe, first suggested this application of this intense light, obtained from chemical means. In his experiment made in the Tower of London, a ball of calcined lime, surrounded on all sides with minute jets of the flame, of alcohol, was propelled on the central ball of quicklime, by oxygene as so many radii, converging towards a centre. An officer of the royal Engineers informed me that this light was seen from one of the mountains of Morne, in Ireland, at a distance of not less than sixty miles!—For the light-house, and night telegraphic signals, this light seems pre-eminently calculated—the intelligence might have reference to its periodic duration and repetition.—[Murray on Flame and Safety Lamps.]

**NEW-YORK AND ERIE RAILROAD.**—As the day approaches when the books, for receiving subscriptions to the stock of this road, are to be opened, we cannot permit an opportunity of referring to its great importance to pass, without again calling to it the attention of our citizens, than whom none have a more direct interest in its early construction—not even those who reside on its immediate route; and, in order to place the subject in a more intelligible shape before our readers, we shall give in our next a wood cut, showing the outline of the country from Lake Ontario to Virginia, and from the Hudson and Atlantic to Indiana and the Ohio river, with the great canals and railroads, whether already completed, in a state of forwardness, or in contemplation, delineated thereon, by which the importance of this road, especially to this city, will readily be perceived; in order to retain even the trade already enjoyed from the great west, as well as our relative position and importance among the Atlantic cities. The great efforts that are now being made by the British Government to improve the navigation of the St. Lawrence, that they may divert the produce of our western states in that direction, as well as the enterprize of our neighbors and competitors, Pennsylvania and Maryland, demand from the citizens of New-York another effort to secure the advantages already enjoyed by, and which, with equal facilities for transportation and travel, naturally belong to, them; but which, without the aid of additional means of communication, will as naturally flow through the more ready channels of our neighbors. The inhabitants of the city of New-York, however, are not by any means the only ones directly interested in the success of a railroad to Lake Erie. The hundreds of thousands inhabiting the southern tier of counties in this State, and those adjoining on the north, as well as in Pennsylvania on the south, are equally, and, if possible, more directly interested in its success. They are now, and have been for years, laboring under great comparative disadvantages in getting the produce of their soil and manufactories to market; so great, indeed, have been the difficulties, that they have been compelled to avail themselves of the precarious and hazardous advantages of a river navigation—so hazardous, indeed, that the losses from that source alone, we have not a doubt, within the last twenty years, would construct a railroad in a permanent and substantial manner from New-York to Lake Erie: a fact, we should think, of

sufficient importance to produce a lively interest in the success of a work of so much importance.

The city of New-York alone has a sufficient interest in its construction to furnish the means, and we have not a doubt but that the owners of real estate on this island would be gainers if the amount were to be raised by a tax upon their property, payable in five annual payments, as the increase in the value of real estate would be greater, in one year after its completion, than the cost of the road. The same may also be said of that section of the state through which it will pass. The value of their property will be increased more than the cost of the work, in addition to the facilities it will afford them in the transaction of business when completed; and therefore, it would be surprising indeed, if, amongst the various interests to be affected by it, there should not be found those who possess, and are ready to furnish, the means necessary to commence a work which, when once commenced, will not be permitted to flag for want of funds to carry it to a successful issue.

Another reason for immediate action will be found in the following extract from a letter from a highly respectable gentleman at the west, by which we learn that our Pennsylvania neighbors are ready to avail themselves of our delay; and they will do so, too, to our cost, unless we take early measures to secure, at least, the trade of our own State:

"If any doubt exists as to the immense importance of the locality of this road, (the Ithaca and Owego Railroad,) a truth of which its active friends have long since been cognizant, it is in the fact, that at a meeting of the Pennsylvania Commissioners at Tonkhanock, at which many distinguished persons assisted, it was resolved to go on and construct a railroad from Nanticoke Dam, on the Susquehanna, to the New-York State line, under the charter now existing. This, then, leaves but a few miles of space between it and the termination of the Ithaca and Owego Railroad, either to be passed by boats on the river, or by the construction of a short piece of road intermediate. Indeed, the impetus given by the Tonkhanock meeting is so powerful, that we understand a company is now forming to complete the remaining link in the great inland chain of communication."

**NEW-YORK AND ERIE RAILROAD COMPANY.**—The following communication from Judge Wright, whose official agency and influence in the survey and construction of the principal canals and railways in this State, and other parts of the country, and whose pre-eminent reputation as a civil engineer, entitle his opinions on this subject to the highest respect, cannot fail to inspire confidence in the proposed undertaking.

NEW-YORK, April 19, 1833.

DEAR SIR,—Having maturely considered the proposed plan and object of some of our citizens, for constructing a railroad from this city to Lake Erie, through the southern tier of counties in this State, I feel no hesitation in expressing my opinion of the incalculable importance of having this work carried into effect for the great interests of the city and country through which it will pass, and in view of the rapid increase of our trade and intercourse with the lake counties, and the Western States.

In the present state of things, when our neighbors in the south are making great exertions to secure a part of our legitimate trade,

and those on our northern frontier, within the limits of Canada, are opening avenues of business and intercourse, well adapted to secure a portion of what has been our own trade, to forego or postpone this work would imply great negligence of our commercial advantages, our interests, and our prospects.

It needs no argument to show the vast advantages which such a work would confer upon this city. The cost of so extensive an undertaking must undoubtedly be great, but by no means discouragingly so, when viewed in connection with a reasonable estimate of the benefits to be secured to the city. The route presents some difficulties, but they are small compared with those which are met in Pennsylvania, in the railway over the Alleghany; and at various intervals there are long pieces which are very favorable. That every part is practicable for a railway, I have no doubt; and for such a railway as will prove eminently useful and important to this city. A spirited commencement of the work should be made by the enterprize of our citizens, and in that case, it is confidently believed that important aid will be extended to it from the funds of the State.

There are many weighty considerations in favor of constructing the first track of the proposed road with timber for the use of animal power only, and with a view to its being used by the inhabitants on the route, with their own animals.

Such a road may be opened and brought into productive use at a moderate expense. Level grading and embankments, which would be expensive and indispensable, were steam power to be used, may, on this plan, often and to a considerable extent, be dispensed with. Judging from the reports of the Baltimore and Ohio Railroad Company, railways of this description on favorable locations may be constructed for about six to nine thousand dollars per mile. But even a larger expenditure than either of these sums, on the most difficult portion of the proposed railway, namely, that between the Hudson and Susquehanna rivers, would be justified. A road, built upon the most economical plan for horse power, I think may probably be completed over the space between those rivers for a sum not much exceeding one million of dollars.

That portion of the road would of itself be of very great importance to this city; and having reached the valley of the Susquehanna, it would force itself over the remaining part of the route, where the grading on an average would be much less, and would soon be extended to Lake Erie. In the valley of the Susquehanna it would connect with many important roads and other means of communication, leading to flourishing towns and villages, which now have a very considerable population, and are growing rapidly. The concentration of persons desirous to reach this city, by a safe, easy and rapid conveyance, would insure a great amount of travel on it, and this, added to the various tonnage of products from the soil and forests, would, as I should believe, render it a fair investment.

In a word, I have the fullest confidence in the merits of this undertaking, and believe it called for by every consideration of public and local utility, and hope it may be adopted by our citizens with all their wonted energy, enterprize, and public spirit. I think the protection of their own interests requires the construction of this particular road.

These are my views of this project, and if I can be useful in furthering it, I shall consider myself as doing good to our city.

I am, very respectfully, your obedient servant,  
BENJAMIN WRIGHT.

To E. Lord, Chairman of a Committee of Corporators and Commissioners of the New-York and Erie Railroad Company.

Col. Dewitt Clinton, of the U. S. Engineers, by whom the entire route of the proposed railway has been examined, and surveys made of a considerable portion of it, under the direction of the department of war, authorizes an ex-



pression in the strongest terms of his opinion in favor of the contemplated undertaking, both with respect to the physical advantages of the route and the great benefits it would secure to this city and to the country through which it extends.

In a recent communication, he estimates the tolls on a railway over the entire route from the Hudson to Lake Erie, from travel and transport of commodities, at more than \$700,000 per annum, clear of expenses. "The result of our surveys last fall, (he adds,) completely demonstrates the practicability of the road; and after a careful examination of the route at three different times, it is only necessary to say, that there is no undertaking of a similar class in this country which promises to confer more extensive or more permanent benefits than this, on this city and State; and there can exist no cause to prevent it from becoming the best railroad stock in the country."

[From the Cincinnati Republican.]

**WABASH AND ERIE CANAL.**—This splendid undertaking is but just commenced. Twenty miles of the canal are now under contract, and in a short time there will be sixteen more. The whole distance of the Wabash and Erie canal will be about two hundred miles, and runs through a section of country amongst the most fertile on the American continent. Its two extremes are the mouth of the Tippecanoe, in Indiana, and the Maumee bay, in the State of Ohio. A great many laborers are now needed upon the work, there not being more than two hundred employed at present. Wages, about this time, rate at about fifteen dollars per month. Land of the first quality may be obtained, adjoining the located route of the canal, at one dollar and twenty-five cents per acre, so that an able bodied laborer, in a very few months, may be enabled to purchase a farm that will make him independent for life.

**MOHAWK AND HUDSON RAILROAD COMPANY.**—At the annual election held in New-York on Tuesday last, the following gentlemen were elected directors of this company for the ensuing year, viz:

Isaiah Townsend, Erastus Corning, James Porter\*, and Aaron Thorp\*, of the city of Albany.

Ramsey Crooks, Samuel Glover, Wm. C. Redfield\*, Seth Grosvenor\* and John Laurie\*, of the city of New-York.

We learn that it is in contemplation to call Mr. Crooks to the presidency of the company, in the place of Mr. Jones, who declines a re-election. He is, we understand, a very active and thorough man of business. From what we know of the direction, we think it a happy selection for the stockholders; and it is not too much to suppose that great energy will be thrown into the operations of the company. The road is increasing in favor as well as in business, and there is no longer a doubt in the minds of intelligent persons that the revenues from it will be great and constantly increasing. So far, the travel upon it is unprecedented. Rich returns may be anticipated during the travelling season and the fall business.—[Alb. Argus.]

\*In the place of Messrs. Jones, Van Vechten, Butler, Catlin and Griswold, who declined a re-election.

**Chesapeake and Ohio Canal Co.**—Mr. Eaton has superseded Charles Fenton Mercer, Esq. in the Presidency of this Company. General Mercer has been long known as among the ablest and most zealous advocates of this work, and his early, ardent, and continued exertions on behalf of the company have richly entitled him to expect every thing at their hands but—such treatment as this. There is perhaps no man in the Union, not an Engineer by profession, who possesses any thing like General Mercer's information on every subject connected with internal improvement. Of Mr. Eaton's qualifications for such a situation we can say nothing.—[Richmond Enquirer.]

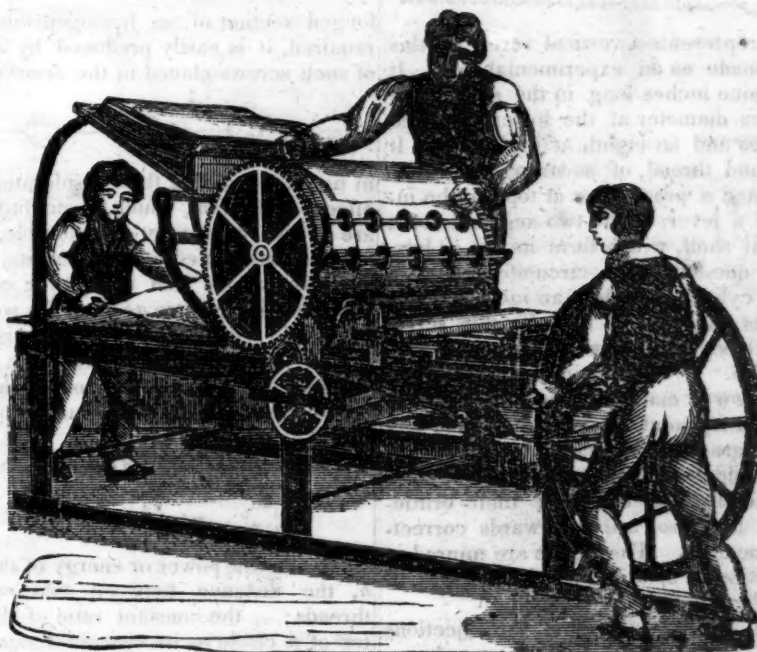
**FOUL CASKS.**—Foul pails, tubs, or casks, intended for butter or any other purpose, may be cleansed by putting in some bran, indian meal, or flour, and filling up with water; a fermentation will take place which will perfectly cleanse the vessel. The liquid is the better for hogs after undergoing fermentation; consequently there is no expense attending the process.

METEOROLOGICAL RECORD, KEPT IN THE CITY OF NEW-YORK.

For the Week ending Monday, June 17, 1833, inclusive.  
Communicated for the American Railroad Journal and Advocate of Internal Improvements.

Date.	Hour.	Thermometer.	Barometer.	Winds.	Strength of Wind.	Clouds from that direction.	Weather.
June 11	6 a. m.	56	29.70	NW—NNW	moderate	NW	fair
	10	65	29.74	NW—W	fresh	..	..
	2 p. m.	72	29.75	..	moderate	..	clear
	6	64	29.80	..	light	..	..
	10	60	29.84	..	..	..	..
"	12 6 a. m.	55	29.95	WNW	moderate	WNW	fair
	10	66	29.98	..	..	..	..
	2 p. m.	74	29.97	W—WSW	light	W N	cloudy at west
	6	72	29.95	W	..	{ W N N }	..
	10	68	30.00	..	..	{ W N N }	..
"	13 6 a. m.	61	30.03	ENE	moderate	{ W N N }	cloudy
	10	70	30.05	S—ENE	fresh	{ W N N }	—cloudy
	2 p. m.	79	29.95	SSE	moderate	{ W N N }	..
	6	71	29.87	..	..	{ W N N }	..
"	10	69	29.80	WSW	..	WSW	lighten g-thun. st.
	14 6 a. m.	68	29.80	..	..	W	..
	10	74	29.80	..	light	..	cloudy—fair
	2 p. m.	80	29.77	..	..	..	..
	6	80	29.75	..	..	..	..
"	15 6 a. m.	69	29.84	SW	faint	WSW	..
	10	65	29.84	..	light	WSW—W	..
	2 p. m.	79	29.78	SW	..	WSW	haze at NW
	6	76	29.74	SW—WSW	..	WSW	scuds from NW
"	16 6 a. m.	72	29.71	WSW	moderate	..	..
	10	68	29.75	NW	..	NW	..
	2 p. m.	75	29.77	WSW	fresh	WSW	..
	6	79	29.73	WSW	..	WSW	..
"	17 6 a. m.	75	29.71	SW	moderate	..	..
	10	70	29.75	..	..	..	..
	2 p. m.	63	29.80	W—WNW	..	W	..
	6	70	29.85	NW	..	NW	..
	10	75	29.89	NNW	..	NNW	..
	2 p. m.	68	29.91	..	..	..	..
	6	65	29.99	..	..	..	..

Average temperature of the week, 66° 83.



**RUTTS' PRINTING MACHINE, MADE BY NAPIER, (Hoe's Improvement.)**—This machine is put in motion by hand labor; the engraving represents the carriage at the back part of the machine, with the form of type just after a sheet has been printed, and the lad at the back in the act of taking it away: the table or carriage then returns to the front of the machine, to receive the ink for the next impression, which is communicated from the ink receiver by several rollers, distributing the ink one from the other until it finally reaches the form upon the carriage by means of an elastic composition roller; in the mean time, another sheet is brought from the heap, sufficiently over the edge of the board (and not on the cylinder, as shown in the above cut,) to enable a range of grippers, that are fastened with springs upon the cylinder, to seize and convey it on the form as the carriage again passes under, when it receives the impression; and it is then delivered at the back of the machine as above. The carriage and cylinder are propelled by cogged wheels, as will be seen on reference to the cut—the

former having a fly-wheel attached beneath it; and the inking apparatus is kept in motion by a cogged rail fastened on the carriage.

When we read the lives of distinguished men in any department, we find them almost always celebrated for the amount of labor they could perform. Demosthenes, Julius Caesar, Henry the Fourth of France, Lord Bacon, Sir Isaac Newton, Franklin, Washington, Napoleon,—different as they were in their intellectual and moral qualities, were all renowned as hard workers. We read how many days they could support the fatigues of a march; how early they rose; how late they watched; how many hours they spent in the field, in the cabinet, in the court; how many secretaries they kept employed; in short, how hard they worked.—[Everett's Discourse.]

We understand that Commodore Ridgely has arrived here to take command of the Navy Yard at the Wallabout, Commodore Chauncey having been appointed one of the Navy Commissioners to reside at the seat of government.—[Gazette.]



**Stone-Splitting Screws.** By ROBERT MALLLET. [From the London Mechanics' Magazine.]

SIR,—Some time since, while visiting the Bangor slate quarries, I was struck with the enormous waste of materials, arising from the mode adopted of shaking down large masses of slate to be afterwards split into roofing slates. The strata lie nearly vertical, and by every blast that is fired many tons of slate are shivered to atoms and made useless.

As a remedy for this, some powerful but simple application of the wedge appeared to me to be worthy of consideration. A conical male screw, working in a split female screw, placed in a jumper hole in the stone to be cleft, appeared one of the best that occurred; and, upon subsequent experiment, I find it to exceed my expectations, both for splitting, roofing, slate-work, and all other stones.

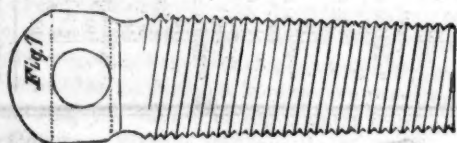
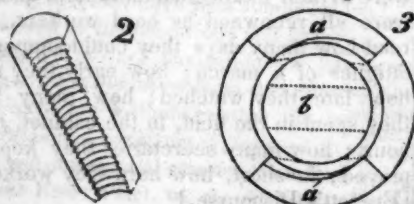


Fig. 1 represents a vertical screw for this purpose, made as an experimental one. It is about nine inches long in the screw, and two inches diameter at the lower end, and two inches and an eighth at the upper. It has a round thread, of as strong a form as possible, and a proper eye at top for the insertion of a lever. The two segments of a cylindrical shell, which form its nut or box, are each one-fourth the circumference of a complete cylinder, and half an inch in thickness; thus the jumper hole for this screw requires to be three inches diameter and nine inches deep.

The screw is made of iron, sheathed with steel like a tap, and hardened; and the box segments are made of cast iron, poured in an iron mould, which makes the screw threads very perfectly and cheaply; their brittleness and hardness are afterwards corrected by annealing. They alone are injured in the operation of splitting, and by this way of making them are easily replaced.

Now, I am fully aware of the objections that may be urged, of a conical screw being applied to a cylindrical one, and of the threads of a conical screw making variable angles with the axis; but the taper or angle of the cone requires to be but very small, being determined by the modulus of elasticity of the stone to be split, which in all rocks commonly met with is very low; so that the screw being very coarse—having round threads, being very little taper, and not requiring to fit accurately—those objections are not cogent.

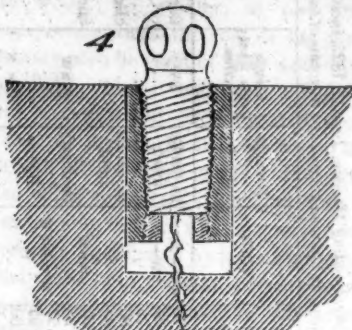
Fig. 2 represents one of the segments of



the box or nut; and fig. 3 is an end view of the two (a a') in their places in the jumper hole; b, the screw.

To use this apparatus, the jumper hole being prepared, the two segments are placed at opposite sides of it, and the screw is

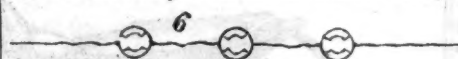
and screwed down. The friction of the stone against the back of the segments keeps them in their respective places. The screw must descend, and as it descends it must expand the segments, and by their expansion the



stone is split, (fig. 4.) I have found by experiment that the rock will always split in the direction of the interval between the segments, as in fig. 5; so that when a pro-



longed section of an homogeneous rock is required, it is easily produced by a number of such screws placed in the desired line, as



in fig. 6. Omitting the consideration of the effects of friction, which, I am fully aware, are in this case very considerable, but can only be determined by experiments, it is sufficiently obvious that the power of this instrument is the same as that of a wedge employed for cleaving, whose angle is equal to that of the cone round which the screw is wrapped, urged, or driven on by the energy due to the same screw, actuated by a lever of a given length.

The power of this screw, then, is expressed by

$$P = \frac{h}{2\pi R} W.$$

where P is the power or energy of the screw; h, the distance between two contiguous threads;  $\pi$ , the constant ratio of the diameter of a circle to its circumference; R, the length of the lever used; and W, the power or dead weight applied.

The power of the wedge, again, is given by the equation,

$$P = \frac{R}{L} B.$$

P representing the energy with which the power of the screw acts against the resistance of the particles of the stone, the length from the point or extremity of the cleft or split when first commenced, to that point where the resistance may be supposed concentrated against the sides of the wedge, i. e. the screw segments; and L, the length of the cleft when first commenced. It is obvious, that R, l, and L, vary with different kinds of stone, and are constant with each particular kind; whence, for want of experimental data, it is impossible at present to reduce these equations to figures. The friction, too, of the instrument increases in a greater ratio than the pressure, from the continually increasing difference between the threads of the conical male screw and those of the cylindrical female screw.

So far, it will be admitted, I have not allured over the difficulties and disadvantages

to which the machine is exposed; but I have tried it, and the result of one experiment, at which the whole of the Commissioners of Public Works in this county, Mr. Vignoles, the engineer, of Liverpool, and Mr. John M'Mahon, of the firm of Henry Mullens & M'Mahon, were present, and expressed their entire satisfaction, will suffice.

Two men, with a lever of only three feet in length, and a single screw and segments of the size before described, split a mass of the argillaceous lime-stone of the county of Dublin, (Calp of Kirwan,) weighing nearly a ton, in 17 revolutions of the screw, made in about 25 or 30 sec. The men did not put forth their strength, but merely walked round the stone, which was split contrary to its stratification, and exactly in the line of separation of the segments. The sufficiency of the power is thus clearly shown.

Mr. John M'Mahon has informed me by note, that "he considers it a very great improvement in the art of quarrying."

This instrument is more particularly applicable to slate quarrying, and for the purpose of obtaining great tabular masses of granite, sienite, or other very hard and homogeneous rocks. In the former application, the saving of slate, and of labor in clearing the face of slate-rock of the accumulating rubbish shook down by the method of blasting, recommend it. In the latter, the saving of labor, the certainty of the direction of the fracture, and the capability of splitting larger blocks than have been as yet attempted by wedges. It may be also applied to raising stratified rocks from their beds, and as a substitute for blasting in general. The jumper holes usually used for the granite of this county are three inches in diameter, and sometimes sixteen feet deep. Each of these screws only requires a jumper hole of nine inches deep, and three inches diameter, and no gunpowder; and it is hardly questionable but that 20 of these screws, requiring less labor of preparation, would produce a greater effect than the one blast, besides producing it in a predetermined direction.

There is another advantage of these screws over blasting, that they are free from danger to the workmen employed in using them. There is but one way that I am aware of in which it is possible for them to fail, namely, by the threads of the screw splitting off; but the force required to strip a steel screw of one-fourth of an inch round thread, in depth and width, when twelve or fourteen threads are engaged at once, is enormous; and when a number of screws are in action on one mass of rock, the force on any individual screw need not be great.

The first cost of such screws is not very great. The male or conical screws, being of hardened steel, will last a long time; and the segments are cheaply made, when once the mould is prepared, as they wear out on are broken. The cost of jumpers is less than for blasting purposes, as they are so much shorter. It is obvious, also, that these screws may be applied at the bottom of a fissure or jumper hole, as well as near the surface of the rock, by having the head of the screw properly prolonged.

Oil and black lead should be used to lubricate the screw during its descent. If a cast iron segment should break in the hole during the descent of the screw, it does not matter as the pieces are still held by friction in their relative situations. The saving in gunpowder and labor alone, in such a place as the



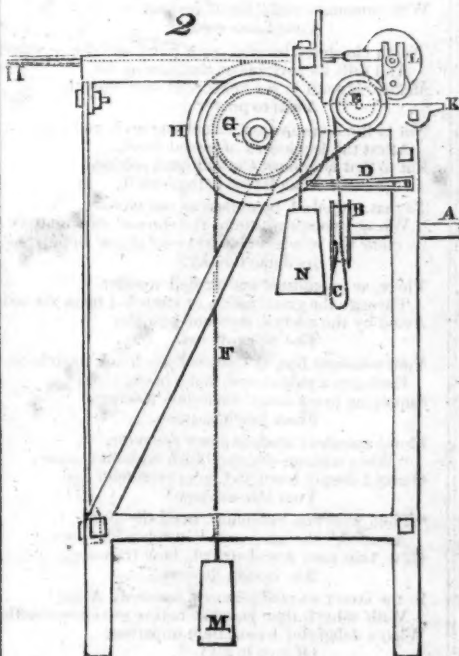
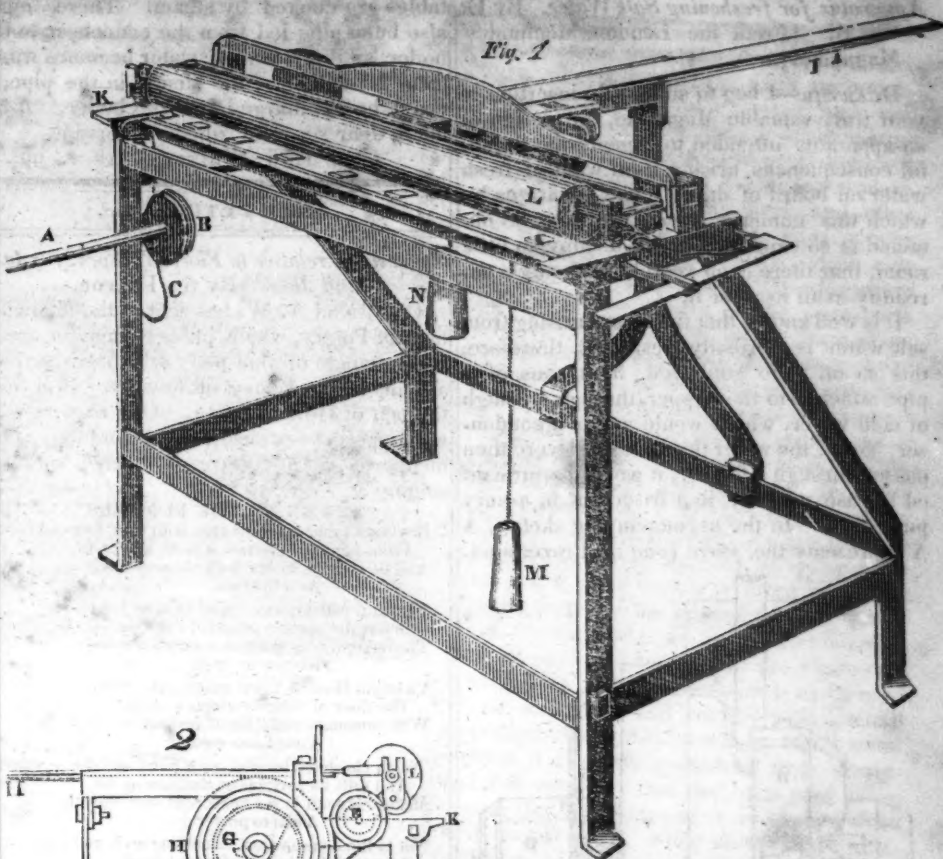
Bangor slate quarries, would pay the cost of some thousands of these screws, should they be found to succeed, in a few months I should suppose.

**SUB-MARINE BOAT.**—In the course of last autumn, M. Villeroi, of Nantes, made a successful experiment at sea, off the island of Noirmoutier, with a locomotive sub-marine boat of an entirely novel construction. It is ten feet six inches in length, and three feet seven inches diameter in its greatest width. The machinery by which it is impelled is said to be a mechanical application of the forms and means with which nature has endowed fish, and, in this instance, it is brought into play by the aid of steam. When the flux of the sea had attained its height, the inventor stepped into his boat, navigated for half an hour on the surface of the water, and then disappeared at a spot where the depth was between fifteen and eighteen feet, bringing up with him, on his re-appearance, a quantity of flints and a few shells. During his submersion, he steered his boat in various directions, in order to deceive those who thought that they were following in his track, and rose at some distance from any of them. He then shifted his course repeatedly whilst navigating the surface; and at the termination of an hour and a quarter's practice he threw off the cover which had protected and concealed him, and showed himself to the spectators amidst hearty cheers. It is obvious, from the success which attended this essay, that with the aid of M. Villeroi's ingenious machine, an individual may traverse a considerable distance under water with the same velocity as a common boat, and after calculating the depth to which he should plunge according to the density of the water, post himself under a ship's side for a hostile or other purpose, cut their cables asunder without being liable to detection, or descend for the recovery of wrecked stores, &c. The inventor was accompanied by two assistants, neither of whom suffered any inconvenience during their hour's submersion. The boat is constructed of iron.

**NEW FIRE.**—Mr. J. Hancock, of Fulham, has, we are assured, invented a compound which burns under water, and which continues inflammable in any accumulation of moisture. It is in all respects similar to the much celebrated *Greek Fire*. He proposes to apply it not to human destruction, but to the saving of the lives of miners. It is the most perfect and unerring fuse for blasting ever contrived; the wet damp, and water, which often interfere, being no hindrance to its perfect and definite action. It may, too, be accommodated to time, as a yard will burn out in one or two minutes, or in five or six minutes as desired. It is moreover as cheap as any fuse that ever was made.—[London Lit. Gazette, Ap. 6.]

**PATENT IMPROVED INK DISTRIBUTOR.**—We have been much pleased with inspecting and witnessing the operation of Messrs. Sabbaton & Spence's Patent Ink Distributor, in book printing, at the office of Mr. Dean, Frankfort street, in this city.

This machine, represented by the annexed plates, stands at the opposite side of the press to the workman, and receives its impulse from the rotary motion of the rounce, the shaft, A, of which is made long, passing to the end of the machine, where the pully, B,



is fast; through the rim of this pully the end of the cord, C, is tied, and the other end, passing between a projection of iron, D, and a spring, is fastened to the loose pully, E, on the shaft of a wooden roller, as represented in figs. 1 and 2. This pully is attached by the same cord to pully G, on the end of the main shaft, that supports the pulleys and weights in the centre of the frame, where a large loose pully, H, is connected by two catgut cords, II, passing in opposite directions to each end of the tail of the frame, K, that supports the composition roller, L.

On the side of the loose pully, H, is a groove to receive the cord of the small weight, M; and on the other side a pully is fastened on the shaft, having a similar groove for the large weight, N, and on its periphery a catch tooth is held by a latch, to prevent the weight from falling until required; when, by raising the tympan, a flat piece of iron on its end presses a tripping rod inward, which raises the latch clear of the tooth, when a catch on the pully, H, takes its place, and, by the descent of the weight, N, both go round to-

gether, forcing the composition roller over the types.

Having performed a revolution, the tooth comes again in contact with the latch, and the catch, raising over an inclined plane on the latch, is freed, so that the small weight, M, being wound up by the descent of the large one, takes effect, and reversing the motion, brings the roller back to where it started.

The form is now run under the platen to receive the impression, and, by the connection of the pulleys and cords before described, the large weight, N, is raised, while at the same time the wooden roller, together with a small vibrating distributor, and the composition roller, L, which rest upon it, are carried round by means of a catch on the loose pully, E, acting in a ratch tooth on the shaft of the wooden roller. This performs the act of distributing the ink for the impression.

The form is then removed from under the platen, which unwinds the cord off the pully on the rounce; but the projection, D, and spring, prevent it from throwing off the loose pully, E. The tympan being raised, the large weight performs the same operation as before described, winding up the slack cord on the loose pully, E, by means of the connection of the cord F, with the pully G, on the end of the main shaft; and by a snail on the same shaft, the small vibrating distributor is pressed down to a metal roller in the ink fountain, where the ink being regulated by a straight edge in four parts, and moved by eight screws, it receives the necessary supply.

The metal roller is turned round in the fountain by a catch on the frame of the small distributor, acting in a ratch wheel on its end.

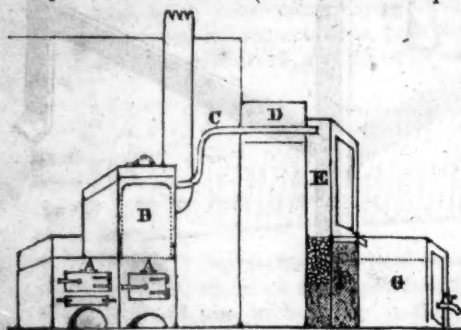
Thus, by a simple compact piece of mechanism, the whole operation of distributing the ink for letter-press printing is well and accurately performed, with scarcely any additional labor to the workman.



**Apparatus for freshening Salt Water.** By E. W. B. [From the London Mechanics' Magazine.]

DEAR SIR—I beg to submit for insertion in your truly valuable Magazine, the design of an apparatus intended to remedy the dreadful consequences arising from want of fresh water on board of ships. The apparatus by which this immense advantage may be obtained is so simple, and will occupy so little room, that there is no vessel which might not readily avail itself of it.

It is well known that the steam arising from salt water is perfectly fresh. If, therefore, this steam were conveyed, by means of a pipe attached to the copper, through a trough of cold water, which would act as a condenser, and if the water thus obtained were then passed through a filterer, it would be furnished for use not only in a fresh but in a very pure state. In the accompanying sketch, A represents the stove (one of Frazer's pa-



tent sort); B, the copper; C, the steam pipe; D, the cold water condensing trough; E, a well for the reception of the water to be purified, which is half filled with sand, and coarse gravel on the top of it, and communicates at the bottom with another well, F, only half the height of the former, and which is also to be filled, excepting two or three inches, with coarse sand. The water, after filtering downwards through the first well, ascends through and accumulates on the top of the sand in the second, whence it passes over into the reservoir, G.

If, from frequent use, the apparatus should get in the least clogged, it may be cleansed in a few minutes, with the utmost facility, by merely washing the sand and gravel, and thoroughly rinsing the pipes.

Much, of course, will depend on the size and purity of the sand, which will not always afford the same results. I have found that a prolongation of the stratum of sand does not much impede the produce of the filterer, but materially contributes to the purity of the water, which, it is not exaggeration to say, may be had by this means equal to the best spring water.

[In another number of the Mechanics' Magazine, we find the following, in relation to the preceding invention:]

**SALT WATER FRESHENING APPARATUS.—**

DEAR SIR: Since I forwarded the sketch of the apparatus for freshening salt water, which you was kind enough to insert in your last number, I have found that the pipe for the steam must be in the shape of a syphon, and not as shewn in your engraving; for I find that the motion of the ship, when there is the least wind, would otherwise send the water back into the boilers. There ought also to be a cock inserted in that part of the pipe which is close to the boiler, so that the steam might be turned off when required; for in Fraser's patent stoves most of the vege-

tables are cooked by steam. There might also be a pipe led from the condenser to the boiler, so that when the water becomes warm from the action of the steam in the pipe, it could be discharged into the boiler. I remain, dear sir, your obedient servant,

EDW. WHITLEY BAKER, jun.

**AGRICULTURE, &c.**

**Suggestions relative to Florists' Work, for June and July.** By the EDITOR.

Our friend A. W. has sent us the following lines of Poetry, which, in his estimation, speak the language of that piety which arises from an impassioned love of flowers. It is from the pen of Horace Smith. Our readers will, we suppose, very cheerfully, before they commence the floral culture of summer, unite in singing a

**HYMN TO THE FLOWERS.**

Day-stars! that ope your eyes with man, to twinkle  
From rainbow galaxies of earth's creation,  
And dew drops on her holy altars sprinkle  
As a libation.

Ye matin worshippers! who bending lowly  
Before the uprisen sun, God's lidless eye,  
Throw from your chalices a sweet and holy  
Incense on high.

Ye bright Mosaics! that with storied beauty  
The floor of nature's temple tessellate,  
With numerous emblems of instructive duty  
Your forms create!

'Neath cloistered boughs, each floral bell that swingeth,  
And tolls its perfume on the passing air,  
Makes Sabbath in the fields, and ever ringeth  
A call to prayer;

Not to the domes where crumbling arch and column  
Attest the feebleness of mortal hand,  
But to that fane most Catholic and solemn,  
Which God hath plann'd.

To that cathedral, boundless as our wonder,  
Whose quenchless lamps the sun and moon supply;  
Its choir the winds and waves—its organ thunder—  
Its dome the sky.

There, as in solitude and shade I wander,  
Through the green aisles, or stretch'd upon the sod,  
Awed by the silence, reverently ponder  
The ways of God.

Your voiceless lips, O flowers! are living preachers,  
Each cup a pulpit, each leaf a book,  
Supplying to my fancy numerous teachers  
From loneliest nook.

Floral apostles! that, in dewy splendor,  
"Weep without wo, and blush without a crime,"  
O may I deeply learn and ne'er surrender  
Your lore sublime!

"Thou wert not, Solomon! in all thy glory,  
Arrayed," the lilies cry, "in robes like ours;  
How vain your grandeur! ah, how transitory  
Are human flowers!"

In the sweet scented pictures, heavenly Artist!  
With which thou paintest nature's wide-spread hall,  
What a delightful lesson thou impartest  
Of love to all!

Not useless are ye, flowers! though made for pleasure,  
Blooming o'er field and wave by day and night,  
From every source your sanction bids me treasure  
Harmless delight.

Ephemeral sages! what instructors hoary  
For such a world of thought could furnish scope?  
Each fading calyx a memento mori,  
Yet fount of hope.

Posthumous glories! angel-like collection!  
Upraised from seed or bulb interred in earth,  
Ye are to me a type of resurrection,  
And second birth.

Were I, O God! in churchless lands remaining,  
Far from all voice of teachers and divines,  
My soul would find, in flowers of thy ordaining,  
Priests, sermons, shrines!

**HOT AND GREEN-HOUSE PLANTS.**—The principal attention that these require is watering every evening in very dry weather, turning the pots of those that require but a little water on their sides during long storms, making frequent examinations for insects, regularly syringing them, turning them often to prevent them from being drawn to the sun on one side, pulling off dead leaves, and tying up and trailing runners and creepers. If the plants are in a drying situation, the small ones will require watering morning and evening.

**FLOWER GARDEN.**—Holland bulbs are generally lifted or taken up in June. Anemones and Ranunculus should be carefully taken up soon after their leaves begin to fade. Roses are to be pruned soon after they have done flowering—the old wood cut out, and the plant properly shaped. Should the season be dry, many of the shrubs will require watering, particularly those that were set out in the spring.

**PROPAGATION.**—Most kinds of flowers and ornamental shrubs may be increased in number by either cuttings, layers, division of the plants, inoculation, and the various modes of grafting. Soon after the plants are done flowering, by some one of these operations they may be multiplied. Roses, and geraniums, for instance, are increased by cuttings; the former also by inoculation and layers. The unskilful however should not risk destroying a choice plant for the sake of getting more of it, still it is well for those who are fond of flowers to amuse themselves by acquiring a little practical information on the various methods of propagation, for this leads much to the science of the vegetable kingdom. Ladies should not fail to amuse themselves in trying their skill in the propagation of plants. To do it successfully, they should study nature a little—reflect what is requisite to insure success. If, for instance, they take a cutting, they should not put it in the ground where it is exposed to much sun, which will dry it up before it takes root. And a bud is more likely to grow on the north than on the south side of the branch.

**CURRENT WINE.**—This is the season for the ladies to begin to think of having a little temperate beverage for their friends. The following is from the Genesee Farmer:

"Take eight to ten gallons of currant juice, to which add ninety pounds of common brown, or one hundred pounds of molasses sugar—put them into a brass kettle, which hang over a moderate fire—stir them up together well, and carefully take off the scum which rises to the top. Particular care must be taken that the fire is not so great as to make the juice boil,—no more heat is necessary than to cause the impurities contained in the sugar to rise so as to be skimmed off. When the liquor becomes pure, pour it into a clean firm barrel—then fill up the barrel with clean water, and let it stand (in the cellar) with the bung out to ferment. Let the fermentation continue as long as it will. The cask must be filled up frequently with sweetened water. When the fermentation ceases, bung up the barrel-tight, and the process of manufacturing the article is ended.

My friend assured me that he could buy his currants, and manufacture his wine, for 37½ cents per gallon, and that he had frequently sold it at one dollar per gallon.

"Many a farmer has currants, which might, in this way, be made use of to great advantage; and those who have not might, in little time, and with little trouble, furnish themselves with an ample supply. Respectfully, W. P. W.

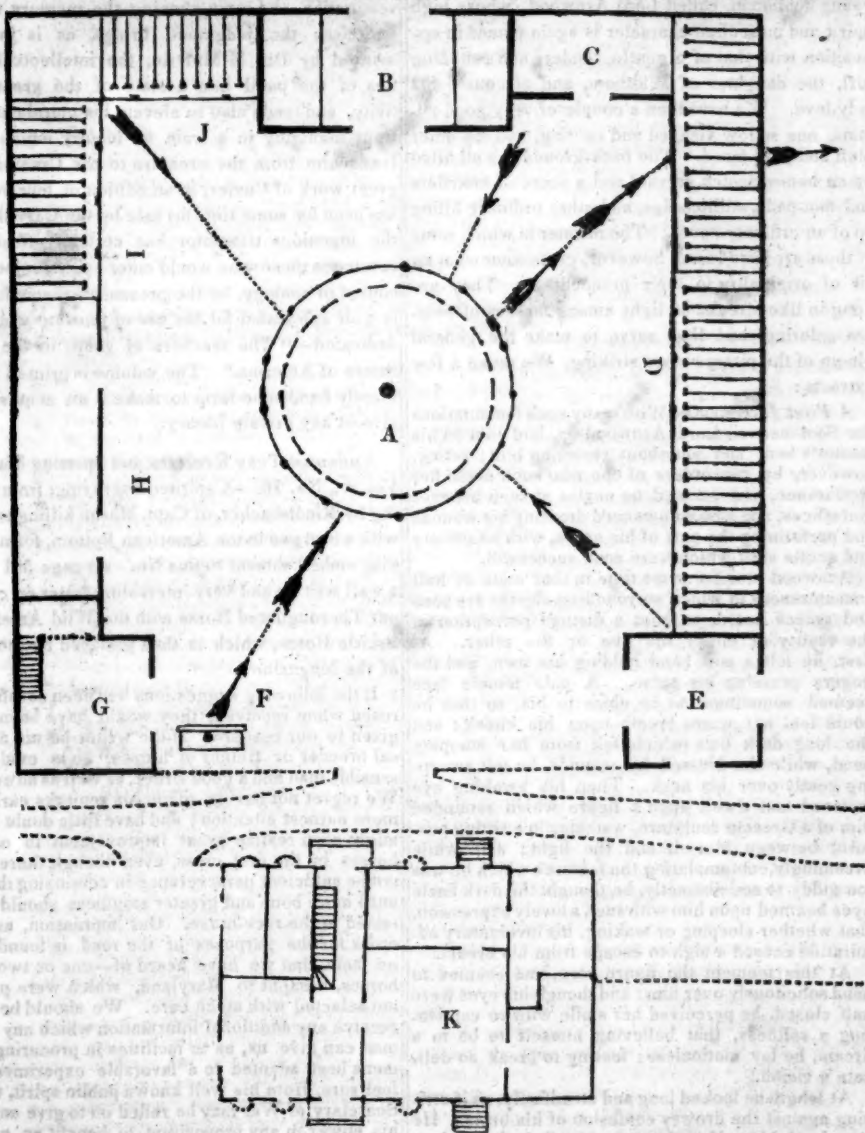
"Milton, March 22, 1833."

**LAND DITCHING.**—One of the cheapest and most effectual modes of draining is to dig a ditch of convenient breadth, and to a depth of one and a half to two or three feet. First fill in with brush of hemlock, cedar, or other that is more convenient, with the ends all one way, and to the depth of more than half a foot, after being pressed or pounded down, and then fill up with the earth.

**TO DESTROY THE BLACK AND GREEN FLY.**—Take clay well worked with water, and cover the limbs and shoots with it. The first rain will wash it off and leave the plant free of these insects.



*Description of an Improved Stercorary*—communicated in a Letter to Dr. James Mease, of the Agricultural Society of Philadelphia, by DAVID HOSACK, M. D. [For the New-York Farmer and American Gardener's Magazine.]



NEW-YORK, May 1, 1833.

DEAR SIR,—When you did me the favor of a visit at Hyde Park, during the last summer, you expressed a wish to receive from me a sketch and description of the shed or stercoreary I have erected in my barn-yard for the purpose of preserving and improving the qualities of manure. Having many years since, when Professor of Botany in Columbia College, taught the principles

of vegetation and agriculture as connected with that department of science, and discoursed upon the food of plants, the nature and qualities of soils and manures, you will readily believe that upon removing into the country and engaging in the practical duties of farming, my attention would be primarily directed to accumulate, preserve, and improve the contents of the barn-yard, as constituting the essence, or, as it may be

called, the *vital principles* of successful agriculture. For this purpose, while my neighbors are in the habit of exposing their manure to the air and the sun, or accumulating it in cellars, I was induced to erect the shed, or umbrella, exhibited in the annexed plate. I should premise that the barn and other buildings surrounding the barn-yard occupy three sides of a hollow square, each side being 175 feet in extent. The stercoreary is placed in the centre of the barn-yard, and is covered by a shed in the form of an umbrella; this is erected immediately above the manure heap, for the purpose of preventing the evaporation of the manure in summer, at the same time that it serves as a shelter for the cattle during a storm. The shed is about *forty feet* diameter; the centre post sustaining it is *thirteen feet* high; the posts in the circumference are *ten feet* in height and *ten* in number, allowing sufficient space for a cart or a waggon to pass between them for the deposite or the removal of the manure; the top is covered with common unplanned boards, and the whole roof is washed or painted over with a mixture of tar, oil, and sand, and colored with a small proportion of Spanish brown, by which composition it is partly preserved from decay. You will recollect that the barn-yard is so formed that the centre of it is excavated in the form of a dish, while all the other adjacent parts of it are gradually inclined to the centre, gravelled and rolled, so that every portion of the yard is preserved dry, hard, and clean. Small paved drains for conveying the *stale* from the cattle sheds and stables, communicate with the centre. In case of rain, the water from the adjoining buildings also flows to the reservoir, and when the dish or excavation may overflow, a covered stone drain, with an iron grating at its mouth, conveys the surplus liquid parts of the manure to a large tank, or cistern, holding about 60 hogsheads, situated in the garden, from whence it is raised by a pump at the pleasure of the gardener, who finds in this a valuable and rich resource for his vegetables. By this contrivance no part of the manure of the yard is lost. The above mentioned shed, by placing a frame work like the small braces of an umbrella at the upper part of it, is also devoted to the purposes of a roost for poultry; this, too, at the same time that it affords an ample and warm protection for fowls, in some degree attracts them to that part of the barn-yard, and thereby preserves the remainder of it relatively clean, for it is to be recollected that they spend a great portion of the day upon the manure heap, as well as lodging above it during the night. They are also regularly fed in the barn-yard, which attaches them to it, and prevents them from wandering far from their home. The fowls also have access to the cattle sheds, and to the sheep cellar beneath the barn, where they make their nests; by this arrangement, while the family is most abundantly supplied with the produce of the poultry yard, the fowls are protected from their natural enemies.

REFERENCES.—A, the stercoreary; B, the barn; C, straw house; D, cattle and horse stables, with sheep cellar beneath; E, wagon-house; F, well and trough, for watering the cattle; G, cider mill, with the cider press adjoining, next to H; H, apartment for sheep shearing, with cider cellar beneath; I J, cow stalls, with a root cellar situated in the centre; K, farm-house and dairy beneath.



## NEW-YORK AMERICAN.

JUNE 15, 17, 18, 19, 20, 21—1833.

## LITERARY NOTICES.

**THE PRINCIPLES OF CHRISTIAN PHILOSOPHY:** by John Burns, M. D. F. R. S.; 1 vol. 12 mo. Philadelphia: Carey, Lea & Blanchard.—This is the first American from the third London edition of Dr. Burns' work on the doctrines, duties, admonitions and consolations of the Christian religion. It treats of a future state, and of the means of arriving at the happiness that is promised and avoiding the misery that is threatened in it, and with distinct chapters upon personal duties, relative duties, and the duties men owe to God, enters into a universal examination of the various requisitions for their full and successful performance. The divisions of the subjects treated, with their general arrangement, are both ingenious and logical, and must prove serviceable to those wishing to impress upon their own minds the truths laid down in the work. The style, however, though generally good, is occasionally somewhat ambitious and declamatory, vices of composition which, though a fine delivery may render tolerable in the pulpit, should never characterize a religious treatise intended for the closet. We quote a passage in a different strain, containing some food for thought.

He who admits the omniscience of God, must admit, that events, removed to the most distant period of futurity, are now, and always have been, present to his view. He who admits the foreknowledge of God, must also admit his predetermination; for that which is foreseen, must eventually take place. The doctrine of Providence, general and particular, is founded on the omniscience of God, by whom all things, even the most minute circumstances, which ever has occurred, or ever is to occur, must be at all times perceived, and the mutual relation, of every incident, whether past, present, or to come, in the intellectual and material world, must be known. If one thought, of any individual, who is yet to exist, be unknown, the perfection of the Deity is destroyed. It may be supposed, that, although, God does foresee, yet, he does not predetermine; but this supposition leads to the doctrine, that all things are left to chance, or some accidental operation of various causes, which may produce effects, either eventually good or bad, as circumstances may turn out.

The doctrine of *predestination* in its fullest extent seems to be included in this passage; and indeed the author elsewhere observes that "the existence of a Providence and the doctrine of Predestination must stand or fall together." And yet he does not deny the existence of free will in men—nor is there to our apprehension any necessity for so doing; for it has always seemed strange to us that the most acute minds should find this famous subject of controversy, so perplexing, when the simple reflection that *there is no such thing as TIME to an Eternal and omniscient Mind*, seems to get over the difficulty at once. There is no such thing as a succession of objects to an all-seeing vision, that embraces every thing within its ken at a glance, and it appears idle to talk of the Deity *foreseeing* and *predetermining* acts and events, when everything is *simultaneous* in His mind.

"Much of the difficulty of this subject," says Dr. Burns, "arises from applying the same rules to the infinite that we do to the finite mind. To talk of cause and effect with regard to God, is talking as if his mind were like ours. Two operations of mind cannot be simultaneous, and yet stand in the relation of cause and effect. To the Deity, the past, the present and the future, are alike known; and his knowledge is not like that of mortals derived from ratiocination or observation, but intuitively by one act of mind, which embraces all objects at once." These reflections have doubtless in some shape passed through the minds of many of our readers, but we do not recollect having met with them thus embodied in language before.

REMARK ON CHOLERA, is the title of a well printed

octavo, from the press of Messrs. Conner & Cooke, which professes to be a plain and practical treatise on the epidemic Cholera, as it prevailed in this city during the last summer. The work, which is by Dr. D. M. Reese, of this city, is designed for popular instruction, and includes a brief essay on the medical use of ardent spirits, in which the writer attempts to show that alcohol is as unnecessary and mischievous in sickness as in health. The publication is for sale by all the principal booksellers in this and the other cities of the Union. It is enriched with a map of the infected districts of last summer.

**WALTHAM; A NOVEL.** 1 vol. 12mo. Carey, Lea & Blanchard, Phila.—This tale, which forms one of the numbers of Leitch Ritchie's Library of Romance, possesses much interest; and though somewhat stiffly told, displays considerable powers on the part of the author. The hero, like most novel heroes, is anything but the most interesting personage in the story, the dramatic personæ of which are generally well drawn and grouped together. Waltham, who is an intellectual kind of personage, is a gloomy fatalist, whose solemn and apprehensive disposition is happily contrasted with that of a bold and ardent young nobleman, called Lord Arnwood, whose high spirit and masculine character is again placed in opposition with that of a gentle, tender, and confiding girl, the daughter of Waltham, and of course his ady-love. We have then a couple of very good villains, one sallow visaged and canting, and the other bluff and bold-faced. The back-ground is well filled by an honest Scotch servant and a score of courtiers and foot-pads, millionaires, and other ordinary filling up of an ordinary novel. The manner in which some of these are introduced, however, gives somewhat an air of originality to their proceedings. They are flung in like streaks of light among masses of sombre coloring, and thus serve to make the general gloom of the picture more striking. We make a few extracts:

**A First Interview.**—With many such lamentations the Scot carried Lord Arnwood up, laid him on his master's bed, and set about restoring him; acting, however, by the orders of one who soon made her appearance, and seemed no novice at such benevolent offices, and who commenced dressing his wounds and performing the part of his nurse, with an anxiety and gentle skill which were soon successful.

Arnwood was for some time in that state of half consciousness in which surrounding objects are seen and voices heard, without a distinct perception of the reality of either the one or the other. At first, he felt a soft hand holding his own, and the fingers pressing his pulse. A pale female face seemed sometimes to be close to his, so that he could feel her warm breath upon his cheek; and the long dark hair which fell from her stooping head, while she dressed his wounds, he felt sweeping gently over his neck. Then his awaking eye fastened and dwelt upon a figure which reminded him of a Grecian sculpture, watching in a sitting posture, between himself and the light; and while dreamingly contemplating the features which he was too giddy to see distinctly, he thought the dark hazle eyes beamed upon him with such a lovely expression, that whether sleeping or waking, his involuntary admiration caused a sigh to escape from his breast.

At this moment the figure rose, and seemed to bend solicitously over him; and though his eyes were half closed, he perceived her smile with so captivating a softness, that believing himself to be in a dream, he lay motionless; fearing to break so delicate a vision.

At length he looked long and steadfastly, as if striving against the drowsy confusion of his brain. He perceived himself to be in a small bed-chamber, neatly arranged; the furniture being rather separately elegant than consistently tasteful. The figure of the lady, however, still attracted his interest so exclusively, that as he gazed upon the graceful bend of the body, between himself and the single taper—the neck tangled with long hair, and the features perfect in their outline and expression—he was unable to suppress the exclamation—Lady! how is this? Where am I?

The lady started, as if suddenly alarmed, and rising up and glancing towards him with a pleased smile, glided out of the room.

**Coquetry Tactics.**—Arnwood's observations were more keen than usual, but still he had not altogether deceived himself. Lady Amelia really delighted in his society, was interested in him, was proud of him as a conquest, nay, even loved him. But her love was not (shall we be understood when we say it?) like the love of a woman. And so she could extinguish it, or sacrifice it to pride, or trifle with it (as she could, and did, with the object of it), with all the caprice and hauteur of a high-born and worldly dame. For some time she teased Arnwood, partly by coquetry with other admirers, and, at times, by cruel allusions to things in which he felt keenly all the disadvantages of his situation. A new favorite in the person of a Colonel Vance, now began to call forth her triumphant "flirtation," and jealousy and wounded pride soon completed the alienation of Arnwood's heart.

**THE ANIMAL KINGDOM, ARRANGED IN CONFORMITY WITH ITS ORGANIZATION:** by the Baron Cuvier. Translated from the French, and abridged for the Use of Schools, by H. M'Murtrie, M. D. &c. &c. 1 vol. G. & C. & H. Carvill.—The study of Natural History is among the most delightful and satisfactory of all that can engage one's attention. The interest of the various subjects presented keeps curiosity continually alive; and thus begets a habit of careful investigation, and strengthening the memory while it exercises the judgment, brings, as is justly remarked by Dr. M'Murtrie, the intellectual faculties of the pupil into a state of the greatest activity, and tends also to elevate his moral character, from indulging in a train of inquiry which finally leads him from the creature to the Creator. The great work of Cuvier, in an edition of four volumes, has been for some time for sale by the Carvill's; and the ingenious translator has certainly rendered a service to those who would enter upon an elementary course of zoology, by the present abridgment, which is well calculated for the use of those to whom it is dedicated—"The teachers of youth in the United States of America." The volume is printed in sufficiently handsome form to make it an acquisition to almost any private library.

**AMERICAN TURF REGISTER and Sporting Magazine.** Vol. IV., No. 10.—A spirited engraving; from a drawing by Rindisbacher, of Capt. Mason killing two deer with a bird gun in the American Bottom, forms a striking embellishment to this No. At page 501 we find a well written and very interesting letter on crossing our Thoroughbred Horse with the Wild American or Prairie Horse, which is thus prefaced by the Editor of the Magazine:

If the following suggestions had been carefully perused when received, they would have been sooner given to our readers. If the writer be not a practical breeder or trainer of horses, he is evidently a sensible man and a good writer, as well as an amateur. We regret not having given his remarks earlier and more earnest attention; and have little doubt that we might soon realize great improvement in our road horses by the first cross, even though there should not be sufficient perseverance in continuing the cross until more bone and greater stoutness should be obtained in the race-horse. Our impression, as to the cross for the purposes of the road, is founded also on facts that we have heard of—one or two Indian horses, brought to Maryland, which were probably not selected with much care. We should be glad to receive any additional information which any gentleman can give us, as to facilities in procuring specimens best adapted to a favorable experiment; and feel sure, from his well known public spirit, that the Secretary of War may be relied on to give any aid in his power to any proposition to benefit an essential public interest. A contrary supposition would belie his character for intelligence and large and liberal views.

A very handsome new Map of the City, just published by J. H. Colton & Co. No. 9 Wall street, is before us. Being formed from recent surveys, it is very correct, and has the desired improvement of the names of places marked upon the points which represent them, instead of their being noted in a side column of reference.



SUMMARY.

INTERESTING FROM THE FAR WEST.—The following letter to the Editor, from Col. S. C. Stambaugh, iSecretary to the Commissioners for settling boundaries, &c. with the Indian Tribes of the West, will be found highly interesting to our readers, and we tender our thanks to the writer for his politeness in furnishing us with the information it contains.—[Arkansas Gazette.]

FORT GIBSON, MAY 7TH, 1833.

Dear Sir—I have had but little news to communicate, since I received your message. I can, however, now say something about the occurrences of the last few days.

One of the finest looking, and apparently most efficient commands that ever penetrated an Indian country west of the Mississippi, left here to day, on an expedition to the extreme western boundary of the United States, and have encamped this evening on the Arkansas, a few miles below. It is composed of two select companies of the 7th infantry, and three companies of Rangers. The officers are Lieutenant Col. Many, Commander; Major Young, Lieut. Dawson, Adjutant; Assistant Surgeon, Worrell; Lieut. Northrop, Quartermaster and Commissary of Subsistence; and Lieut. Howell, of the infantry. The Rangers, 1st. Company is commanded by Captain Ford, Lieutenants Gibson and Shields; 2nd. Company, by Capt. Boone, Lieuts. Hamilton and Butler; 3rd. Company, by Captain Beau. Lieutenants Pentecost, Watson, Caldwell, and Ury.

The officers belonging to the Rangers are all at their posts, except Lieut. Steens, who is engaged by the Commissioners in running the line West between the Creeks and Cherokees, in accordance with their treaty stipulations of the 14th February last. He will join the command somewhere on the waters of the Canadian, after having completed the duties assigned him. Lieut. Watson, of Washington City, is the only officer appointed to the new Dragoon corps, that has yet arrived. Lieut. Seawell declines accepting the appointment tendered him in that corps; preferring his present rank in the infantry.

The principal object of Col. Arbuckle in sending out this expedition, is to display a large military force in the heart, and in the extreme hiding places of the Indian country, where no white soldier has ever yet appeared.

The Pawnees and Camanches have been very troublesome during the last winter, evincing an unfriendly temper towards citizens of the United States. Besides the serious robbery committed upon Judge Carr's party, on their way from Santa Fe to St. Louis, in January last, they have been very annoying to traders and trappers, who have happened to go near their haunts, and have lost no chance of attacking and plundering unprotected travellers.

It is contemplated by the commanding officer, to strike Red River about the head waters of the Boggy, and probably ascend to the Blue and Fausse Washita. On their route to that point, the troops will scour the country between the North Fork and main branch of the Canadian.

Should the expedition fall in with any of the Pawnee and Camanche Chiefs, they will be brought to this place, for the purpose of holding a Talk with the Commissioners, who are particularly directed to obtain an interview with these roving and restless tribes, who have no fixed place of residence; but follow the buffalo, and appear alternately in the United States and Mexico. The Commissioners have furnished interpreters, to enable the commanding officer to effect this object. From the high standing of the officers having command of the expedition, I have no doubt but they will carry their intentions into effect, if untiring perseverance and genuine courage can insure success. If they meet the hostile Indians, the orders are to treat them friendly; but should they indicate hostile intentions, or commit any depredations they will be taught a salutary lesson on the spot.

This is truly an interesting expedition. The whole of that Great West to the Mexican line, between the waters of the Arkansas and Red River may be explored, its physical qualities ascertained, and its adaptation to the wants of the Indians who are to receive it as their permanent homes, promulgated to the American people. The expedition will visit the Salt Plains of the Arkansas, and pass over the Grand Prairie, where the weary march will be enlivened by the exciting chase of the wild horse and buffalo, which inhabit those unfrequented plains, periodically, in immense herds.

Another command, of one company, has been detached from this garrison, and will march to-morrow,

Lieu. West commanding; Lieu. Dix, Quartermaster and Commissary; and Assistant Surgeon, O'Dyer. The object is to repair the road from Fort Smith to Red River, which was opened by Capt. Stewart last spring. The length of this road is 147 and strikes Red River near the Horse Prairie. From the information I can obtain, all the work done upon this road, will be labor lost. It passes through a country entirely unadapted to the object contemplated, over numerous hills and high rocky mountains. No blame, however, can be attached to Capt. Stewart, as the road was laid out and blazed before he was ordered upon it, by Col. Bean. Lieut. West is ordered to endeavor to make it passable for wagons.

I cannot recollect any thing else worth communicating. Reports have just arrived that a party of Osages have arrived at their village, within 60 miles of this place, with a number of Pawnee scalps, and several prisoners. I am inclined to think the report is true. I have just received a letter from Major Chouteau, announcing that he is on his way, and will arrive here to-morrow, with fifty of the Chiefs and head men of the Osage nation, for the purpose of holding a council with the Cherokees, to settle some disputes, agreeable to certain treaty arrangements existing between these tribes.

The Commissioners have had but little business before them since the adjournment of the Osage council. Mr. Ellsworth has gone home; Mr. Schermerhorn has left for Little Rock two days since, for the purpose of collecting the Quapaws, in order to treat with and fix them permanently, if possible, on some part of the Indian Territory. I will follow in a day or two, and meet Mr. S. at Little Rock. Gov. Stokes will superintend the council between the Cherokees and the Osages, and then proceed to Fort Leavenworth, on the Missouri, for the purpose of examining the country in that direction, and of meeting a party of Pottawatomies, who are on their way to this place, under charge of Col. Pepper, for the purpose of selecting a country in the new Indian Territory, for their future residence. I am, respectfully, your friend and obedient servant,

S. C. STAMBAUGH.

UNIVERSITY OF VIRGINIA.—Extract of a letter received in this city from a gentleman in Baltimore:

In reply to your inquiries I have to observe, that the election in regard to the professorship of medicine now vacant at the University of Virginia, will take place at the next meeting of the Board of Visitors, on the 10th of July. The vacancy at that Institution has arisen, I believe, chiefly from a desire on the part of the gentleman who is about to withdraw, to practice his profession in a city, which his recent appointment to the chair in our medical school, will enable him to do with advantage. You are mistaken, therefore, as to the cause of the change at the Baltimore School. The University of Virginia ranks very highly among our institutions, both for the liberal spirit which pervades its regulations, and the extensive acquirements of its graduates. The medical school, in particular, has surpassed the expectations of its most sanguine friends; and, under the influence of name and talent, cannot fail to maintain its reputation. No doubt the applicants will be numerous for this very desirable situation. The salary I am told, for the Professor of Medicine, will in future be \$1000—a house free, the rent of which is \$450—a class, the fees of which have hitherto varied from \$800 to \$1000, and a country practice, which has been represented as worth a thousand more.

The New Orleans Argus in a notice of the lamented death of the Hon. J. S. Johnston, by the explosion on board the Lioness, says:—

Mr. Johnston was a native of Connecticut, but was taken in early infancy by his father to Kentucky. He received his education in the latter state, and emigrated to Louisiana at the close of the year 1804, or the commencement of 1805. His whole life since, with a few short intervals, has been spent in the public service. He served in the first territorial legislature which was convened in New Orleans, and he continued a leading and efficient member of that body until Louisiana was admitted into the Union. Immediately after the organization of the state government he accepted an important office in the judiciary, and filled it with credit and usefulness until he was elected to the House of Representatives of the United States. He continued to serve as a member of that body for two congresses, and after a short interval was selected by the legislature for the office of senator in congress; and there he has since remained; a period, if the writer mistakes not, of eleven years.

We learn from various quarters that the Lioness had not caught fire before the explosion—and how that occurred is utterly unknown. The blow was so instantaneous and astounding, that few could have been saved but for the narrowness of the river. There were about sixty kegs of gunpowder on board.

An end must be put to the shipping of gunpowder, but in such way as shall obviate all danger. This is not difficult, provided it be not shipped secretly or under disguise, and the fact remains thus unknown.—[Bulletin.]

NEW ORLEANS.—The Indians.—Capt. Thompson, of the steamer Arkansas, which arrived yesterday from Cantonment Gibson, informs that there had been a conflict between the Pawnees and Osages, about 36 miles from that place, in which the former were defeated. The Pawnees entered the settlement of the Osage tribe, and stole away some horses, which it is supposed was the occasion of the battle.—[Courier.]

A dry goods merchant in Philadelphia recently received an anonymous letter, enclosing seven hundred and twenty dollars, which the writer declares was his property.

"Dead Letters.—In the General Post Office at Washington, there is one department for the examination of dead letters, which has a superintendent and five clerks."

The above paragraph, which we find in circulation in the newspapers, reminds us to say, that the number of dead letters returned to the General Post Office and there examined, &c. amounts to the enormous number of 600,000 annually. This branch of the Post Office is under excellent regulations. Every thing of value is carefully preserved, to be restored to its owners, if they can be found.—[Nat. Intell.]

[Correspondence of the United States Gazette.]

NEW TROY, PA. JUNE 5, 1833.—This little village was yesterday made the scene of an exhibition of most unusual and thrilling interest. The remains of those who were sacrificed at the Wyoming massacre on the 3d of July 1778, were disinterred preparatory to the erection of a monument commemorative of that disastrous event. On the beautiful plain where now stands the cheerful village of New Troy on the west bank of the Susquehanna, and a short distance above Wilkesbarre, was recently discovered the sepulchre where the dead had been hastily interred by the surviving settlers. The bodies had evidently been promiscuously thrown into one common grave, and as no stone had been placed to mark the spot, it had long since been lost sight of. Different individuals residing in the neighborhood some of whom were children of the sufferers, had made repeated attempts to discover the grave; but the progress of cultivation had so effectually obliterated all traces, that every search had heretofore proved fruitless. The grave is situated in a lot adjoining the road and is slightly elevated above the surrounding country. The Susquehanna is within a short distance and adds to the picturesque beauty of the scenery, which from every point of view possesses uncommon interest. About twelve hundred dollars has been already subscribed towards defraying the expense of a monument. The workmen are now engaged in preparing a vault in which the remains are to be deposited and it is expected that the monument will be erected on the 3d of the ensuing month, being the anniversary of the battle.

Among the relics was found small portions of a garment, made of wool, on which the color, a "bot-tle" green, is distinctly visible.

Mr. Audubon.—The interest with which all the motions of this distinguished naturalist are watched by his friends, makes the following letters addressed to the editors of the Gazette, very acceptable:

Eastport, May 26th.

We returned last night from an excursion to Grand Manan and other Islands; we were absent three days and have obtained much information, procured some valuable rare birds, some shells, and some plants, which I never had met with before. The appearance of the Island of Manan is sublime and terrific as you approach its stupendous, bold and rugged rocky shores on the north side of it. Not a spot can you find where to land, or if put ashore, where one can climb to its summit without being the possessor of extraordinary activity and strength. We sailed within a few hundred yards of those bold walls, in great depth of water and in full security, the wind being quite fair and the sea smooth. The croaking of the Ravens, which build their tenements and raise their broods amongst the fissures of these rocks, was the only sound that reached our ears, and the minds of landsmen at least, becomes chilled at the relation and



recollection of lost vessels and their crews as one passes, one after another, hundreds of these sharp capes, all ready to crush the unfortunate or unwary ship in an instant. The southern aspect of this Island (20 miles in length) is entirely different; its shores rise gradually in the form of an immense amphitheatre displaying a great portion of its contents, houses, cleared spots of land, and its forests mixed with hard timber and firs; all of which look of a tough and dwarfish nature. We landed and found the soil indifferent, being extremely rocky and full of peat. The woods filled with mosses a foot deep, under which one sinks up to the knee in mire at every step. I found there growing wild, the common currant, gooseberry, strawberry, raspberry, and various species of whortleberry; all these, we were assured, were found here by the first settlers. Not a wild quadruped, except a species of wood rat, which I never saw before, and which I procured. Attempts have been made to introduce the moose deer, but they did not live long. The islanders have some very indifferent cattle, a few horses and sheep. They grow little or no grain, and it appears as if potatoes and fish were their main support. The bays are swarming with cod and other fishes, and even now abundance of water fowl. The eider duck and a few other species breed on all the rocky islets that seem to stud the neighboring sea. The black guillemot, and razor bill, also breed here, and a species of large gull by millions, that are protected by the inhabitants, who feed on their eggs, and rob all these birds of their valuable feathers. I have had the best opportunities of studying them and their habits. My son found an eider duck's nest with three eggs in it, but it is too early for these birds yet. We here caught four ravens, by letting a sailor down forty feet from the top of the rocks by means of a rope. I mean to take them with me to Labrador as *compagnons de voyage*. I have procured one of the best water dogs I ever saw, equal to man in intellect, tho' he does not speak the dead languages. On White Island, Mr. Falkland (the owner) received us kindly, and sent his sons to assist us in our researches. He entertained us hospitably, and gave us a round of cheers as our little vessel departed from the shore. We landed on six other islands in quest of birds; and as we sailed on, we could plainly see the land in Nova Scotia, though more than 40 miles distant.

Within three days, nature seems to have made a spring towards perfection, for we found trees open, upon which scarce a bud was visible, when we left Eastport.

**EASTPORT, MAY 29.**—We have been busily engaged in drawing and saving our skins. Since my last, I have made a drawing of two very rare ducks, and my son has completed a drawing of three Phalaropes, which he had the good fortune to shoot; a bird which I scarcely ever could find any where else that I have been. Our vessel is about 100 tons, the whole of it is arranged as to enable us to pursue our employment in rainy weather within. Our party now consists of six persons besides our crew. The son of Dr. Shattuck, Dr. Ingalls, and Mr. Jos. Coolidge, from Boston, Mr. Thomas Lincoln, son of the Judge, from this neighborhood, and ourselves. Our party possess every thing that will be useful, necessary, or indeed comfortable; our drawing table is firmly fixed under the main hatch, so that we have a pretty good light. Since we have been here, we have completed four valuable drawings, added much to our journal, and objects of Natural History, and we have made three pretty views from this region.

At the meeting held on Monday evening by the friends of the plan for colonizing Africa with people of African descent from the U. States, eleven hundred and twenty-eight dollars were collected for the benefit of the Colonization Society. The meeting was addressed by Mr. Gurley, Secretary, and Mr. Finley, its Agent, and several gentlemen of this city. A colored man attempted to speak in opposition to the objects of the meeting, but was prevented by the Chairman, on the ground that the meeting was called by the friends of the Society, and that its adversaries had no right to be heard. It appeared from Mr. Gurley's statement that during the year past the Society had sent out 600 emigrants to Liberia, and had engaged, as usual, to provide for their support during the first six months of their residence in that country. The means of the institution were thus exhausted, and he had been directed to visit this and other cities of the Union, with the view of obtaining an increase of funds. —[Post.]

On Thursday night last, a violent whirlwind passed over the Mount Carbon landings, at Pottsville. (Pa.) where it unroofed a large stone-built store, carrying a horse a considerable distance from the place where he was fastened, and a portion of the roof to a distance of three miles. At Tumbling Run, it un-

roofed a house and barn, and razed a mill dam to its very foundation.

The London *Morning Herald*, of the 9th of May, contains the annexed paragraph, noticing an affray which, we believe, has not yet been heard of in this part of the world. The English editor does not give the name of his informant:

Here is the article:—

**American Duel.**—A duel took place a short time since, in one of the Western States, in which there were six combatants on each side, who attacked one another with swords, pistols and daggers, with the most savage fury. Three were left dead on the field, and nearly all the rest were wounded, till at length the weaker party retreated.

While our news-boat T. H. Smith was cruising off the Hook yesterday, a large Eagle lighted on the main boom, when one of the hands presented it a piece of beef, on a mackerel hook, from the end of a boat hook, which the bird eagerly caught at and was taken. The men christened it by the name of Black Hawk. It is their intention to domesticate this Eagle and occasionally despatch it to the city with ship news. —[Mercantile.]

**Twenty Four Thousand Old Maids.**—It appears by the correct schedule of the fifth census of the United States, that in every section of the country, except New England, the free males outnumber the free females. The excesses of free females over free males in New England, 24,638. Excess of free males in the Middle States 53,949; Ditto Southern States, 10,536; Ditto in the Western States 118,027 Ditto in the Districts and Territories, 8,979—making an excess of males over females (in the Middle Southern, Western, and South Western States, Districts and Territories) of 196,176—and in the whole United States of 171,448. In New York, the free males exceeded the fair sex by 32,806 in Ohio, by 31,068; in Pennsylvania by 30,548; and in Kentucky by 10,856. But in Massachusetts the females exceeded the males by 14,314; in N. Hampshire by 6,397; in Connecticut by 3,156; and in Rhode Island by 3,431.

The following note was found among the papers of the late Lord Erskine.

TO GENERAL WASHINGTON.

Sir—I have taken the liberty to introduce your august and immortal name in a short sentence, which is to be found in the book I send to you.

I have a large acquaintance among the most valuable and exalted classes of men, but you are the only human being, for whom I ever felt an awful reverence. I sincerely pray to God to grant a long and serene evening, to a life so gloriously devoted to the universal happiness of the world.

T. ERSKINE.

London March 15, 1796.

**STEAMBOAT FARE REDUCED.**—The Hudson River Company have reduced the fare between Albany and New York to two dollars.

The 10 o'clock line having been discontinued, the Novelty, Capt. T. Wiswall, takes her place in the seven o'clock line.

**GENEVA COLLEGE.**—We are gratified (says the Geneva Gazette) to have it in our power to state, that the annual Address before the Alpha Phi Delta and the Euglossian Societies of Geneva College, will be delivered at the next Commencement, by the Hon. Gulian C. Verplanck, of New York; a gentleman long and favorably known as a scholar and man of talents.

**WESTPOINT.**—The annual examination of the Cadets at this institution terminated on Friday last; and in the afternoon of that day the Corps marched into camp, in which they remain until 1st September.

The very thorough nature of the examinations at this institution (which occupy, as we have before said, from twelve to fifteen days, nine hours each day,) have justly rendered them alike remarkable and interesting. Not less so are the accuracy and extent of the knowledge acquired by the Cadets; and sure we are, that no fair minded persons, however previously prejudiced against the Military Academy, could witness the results, as displayed at these annual examinations, without feeling and avowing that it is a most valuable, and in every sense a thoroughly national, institution.

The class graduated this year consists of 45: the class entering, of about 120. It is of rare occurrence,—such is the severe ordeal of study and conduct through which a Cadet must pass—that more than one-third of the number who enter pass through the whole term of four years. Of those who do thus perfect their course, it may therefore be fairly assumed that they are of more than ordinary merit, talent, and attainments.

**DUTIES ON WINES.**—The following letter from the Treasury Department, addressed to a house in this city, is important to wine dealers and drinkers:

COMPTROLLER'S OFFICE, 4th June, 1833.

Gentlemen,—The Secretary of the Treasury has referred to me your letter to him of the 27th ult. in which you submit the following questions for the decision of the Department:

"Are the duties on wines to be reduced on the 4th March, 1834, to one half their present rates, and a return duty to be allowed on those then on hand, or instead thereof will the progressive reduction contemplated by the Tariff act of 2d March apply to wines? In the latter case will the wines in bond on the 4th March, 1834, be entitled to the first reduction of duty?"

In reply I have to observe, that the duties on such wines as are now in bond and shall remain so until after the 31st December, 1833, and on such wines as may be imported before that day, and shall at the time of importation be deposited under control of the proper officers of the customs, and shall remain so until after that day, will have to be regulated by the provisions of the 1st section of the act of 2d March, 1833, to modify the act of 14th July, 1832, and all other acts imposing duties on imports, and accordingly if such duties exceed an ad valorem duty of 20 per cent. a reduction thereon will be made, at the time of withdrawing the wines from the Public Stores, equal to the tenth part of such excess. Respectfully,

JOS. ANDERSON, Comptroller.

To Messrs. — New York.

**CINCINNATI, JUNE 11.**—The river commenced rising on Friday night last, since which it has risen full thirty feet, a circumstance, we are told, altogether unprecedented in so short a time at this season. It was still rising rapidly when our paper went to press last evening. After excessive heavy rain on Friday and Saturday, the weather became fair on Sunday and yesterday, both of which were delightfully pleasant, and business at the landing yesterday was unusually active.

**Mr. Randolph of R.**—We understand that the will of Mr. R. was not presented for probate at the last Charlotte Court. As Judge Tucker was not present, Mr. Wm. Leigh declined opening the will, which was left in his possession by Mr. R. before he went to Russia. As his papers have not yet been ransacked, it is impossible to say whether he has left a later one behind him.

A schedule has been taken of his slaves and horses by his steward, since his death—from which it appears, that he was in possession of 318 slaves, and 180 horses—of which, about 120 are blood horses.

Mr. B. W. Leigh denies the report, that Mr. R. requested of him to write his life—but the public have looked to him, or to Judge Henry St. George Tucker, for a collection of the speeches, and extracts from the correspondence—along with a biographical sketch, of this distinguished man. —[Richmond Enquirer.]

We find the following announcement, which is also a profession of faith, in a Baltimore paper.

The abode of a pure spirit has been changed by the death of the infant child of W. C. Conine, yesterday, the 13th inst.

[Editor Brooks of Portland, passed through the city from his Southern tour, a few days ago, and in his last letter pays New York the following elegant compliment.]

I rambled around—saw the multitude crowding to see the balloon go up—enjoyed a little of those odors, written and unwritten, that so distinguishes New York, the kitchen of American cities, not two per cent. better off than New Orleans as to filth, &c.—and the Cholera is a blessing if it only wakes up "the authorities,"—and then by four o'clock P. M. the same day I embarked in the Franklin for Providence.

The following is a transcript verbatim et literatim of the proceedings in a suit before a justice of the peace in one of our western towns, inserted in 7, Wendell, page 389; and though it was objected to before the Supreme Court, on the ground of its not being written in the English language, Judge Nelson very promptly over ruled the point.

"Samuel Cooper } This 25th day of November, 1834—Summons returned per  
vs }  
Frederick Browner } sonal served in a plea of—of fifty dullows and issue gind, and the parties were rety for triel and witness sworn and gudmand for twenty six dullows and twenty six cents. Damiges \$26.26, corst of suit 72 \$26.98 I hereby certify that the above copy is a correctt and true copy of my pook. Guven under my hand at seal at Donube this 18th day of January 1835."



In the King's collection in the British Museum is a pamphlet of very great rarity—"The humble petition of Menasseh Ben Israel, one of the Jewish nation, to his highness the Lord Protector Cromwell." The prayer of the petition sets forth the hardships the Jews have suffered in England, an application for certain privileges, and for St. Paul's Cathedral to be given up to them for a synagogue!

**Anecdote.**—It is said, that the Indians, while they were at Old Point, conducted themselves with the greatest propriety. Old Hawk's handsome son was very fond of the company of the beautiful American Squaws. He is passionately attached to music—and, on one occasion, after listening with the most profound attention to the strains of the piano forte as its keys were touched by a young lady, he suddenly jumped up, and drawing a brilliant ring from his finger presented it with many compliments, to his fair companion. She declined it, with an air of great politeness; but the young Hawk was much mortified at the refusal, and still more at the idea of his having transgressed some established rule of American etiquette. These Indians return home with the most favorable impressions of the character, strength, and refinements of the Citizens of the United States.—[Richmond Enquirer.]

**SOUTHERN SCENERY.**—Those who have been in the habit of traversing our Southern woods, have, no doubt, been frequently struck by that sudden transition, within the compass of a few miles, from scenery of one description to others of an entirely different character, which, beyond almost any other feature, may be said to characterize the dense solitudes of Carolina. The effect of this sudden and unexpected transition is one always of inexpressible charm.

After a ride or walk of several hours, through woods wholly impervious to the sun, and literally walling the traveller in, so as to allow just space enough for his horse,—wading through deep and dangerous swamps, reedy brakes, and a world of briars, through which he has to fight his way,—the hunter or lover of nature, who woos her in her most secret recesses, finds himself all at once, and as if by magic, treading the smooth and verdant carpet of some upland lawn, with trees in regular array, as fashioned by the hand of art; and interspersed with lights and shadows, and soft and beautiful knots, inviting you to repose; and, reigning over all this, silence the most profound—broken at intervals by the solitary note of the Red Bird or sound of the Woodpecker.—[Charleston Mercury.]

The editor of the Wyoming Herald thus notices the copper mine recently discovered in Luzerne county, (Pa.)

"The mine is opened about twenty yards in length, and four feet thick; the ore is imbedded in grawacke, and in appearance is very extensive. A specimen of the ore, and also of the copper made from it, was a few days since shown to us, and we were assured that the yield is fifty per cent. If so, it is of itself 'a mine of wealth,' and will add much to the universal resources of the county, already rich in minerals, and all it wants to convert it into the solid metal is 'capital.'"

**MEXICAN CARAVANS.**—We have inquired of a Mexican gentleman, whether the regular *conducta de platas* (money caravan) for Vera Cruz is now restored: he answered in the affirmative, and that it sets out monthly; but in extraordinary cases, where foreign or native merchants solicit *extra* convoys, the government sometimes complies, sometimes refuses.

The roads are not yet Macadamized over the mountains of Mexico; the advantage of wheel carriages is little known, and all is carried a-mule-back in gauged loads, (cargas,) well packed directed by *arrieros*, or, as the Scotch would say, *cadgers* (carriers.) Before the revolution, which interrupted "extraction from the mines," and transmission of cargoes of vanilla, silver, &c. &c. forty nine thousand mules used to leave Mexico in a single *conducta* for Vera Cruz, with an escort of four thousand troops. No wonder that tourists have left us such pictures of the caravan; the harnessed mules (from custom) stopped with their *coarejos* for their load: in their descent of steep places, sliding on their posteriors; the authoritative tone of the guides, the magisterial din, or significant silence of the military escort.—[New Orleans Bulletin.]

**THE JEWS.**—The London Courier of April 17th, remarks, that the masterly speech of Mr. Macauley last night, on the subject of the Emancipation of the Jews, produced a powerful effect upon the House.—The Hon. Gentleman thus summed up their case:—"You first generate vices, and then put them forward as a plea for persecution—you make England but half a country to the Jews, and then you wonder

that they have only half patriotism—you treat them as foreigners, and then wonder that they have not all the feelings of natives—you draw a line of separation, and then express astonishment that they do not mingle with you—you will not allow them to possess an acre of land, and yet complain that they devote themselves exclusively to trade—you debar them from all exertion of honorable ambition, and then reproach them for taking refuge in the arts of avarice—in fine, you have for ages subjected them to every species of injustice, and then you condemn them for resorting to what is the natural resource of the weak against overwhelming power, artifice and cunning.

**LONDON UNIVERSITY.**—From an editorial article in the London Medical Gazette, we learn that the affairs of this institution are in the most deplorable condition. By a report of the council it is admitted that the University is now insolvent. The following is an extract from the medical journal referred to.

"To feel any thing like exultation or satisfaction at the present deplorable state of the University, we should hold to be utterly unworthy of us; but, we repeat, we feel no surprise at that state. We have looked calmly at some of its late proceedings; we could, in short, augur what has happened. But our deductions, we confess, have fallen considerably short of the facts. We did not anticipate so speedy and so astounding an appeal to the proprietary. We did not expect so soon to read a report announcing the approach of actual bankruptcy—stating distinctly, that at the end of the present session the place will be £4,000 sterling in debt, and that it will be impossible to proceed without an immediate subsidy of £1,000. The council, in fact, in their report, which we have seen, stated that unless they can raise this thousand pounds by subscription, they will be unable to open next session. The London University pays its expenses by the receipt of a proportion of the fees of the students; and the deficit has arisen from the great falling off in the number of pupils. When Professor Pattison was connected with the Institution, there were about 700 students in attendance; and in the present report it is stated that the whole number was only 282 pupils.

**THE COTTON TRADE.**—In France, in 1831, the cotton spun was 74,000,000 lbs. besides the British yarn smuggled through Flanders. In Alsace, power looms are increasing fast. Average wages of spinners, 5s. 8d.; hours of labor 12 to 14 hours. In Switzerland, in 1831, the cotton spun was 18,816,000 lbs.: No. 40 costs 14 1/2d. when cotton is 8d. 3/4ths, wages, 4s. 5d.; wages in similar mills in Britain, 8s. 4d. In the Prussian and Rhenish Provinces, in 1830, the cotton spun was 7,000,000 lbs. Power looms have been profitably introduced. In Saxony cotton spinning is just commencing, and fast augmenting; in 1831 there was spun 1,200,000 lbs. of cotton; average wages, 3s. 6d. They spin as cheap as the British as high as No. 50 warp, and No. 80 weft. In Lombardy, in 1831, the cotton spun was 4,000,000 lbs. In Austria it is fast advancing: in 1831, 12,000,000 lbs.; average wages, 3s. 9d. In India the new mill, 12 miles above Calcutta, works every day, 91 hours in the week. The spinner managing one mule earns 1s. 9d.; his piecers (three in number) 9d. to 1s. each. No. 20 to No. 40. In the United States, in 1831, the cotton spun was 77,550,000 lbs.

# MISCELLANY.

JOHN RANDOLPH, OF ROANOKE.

No. III.

"My knowledge of Ireland," said he to me one morning, "seems to astonish you as much as it did Mr. Canning's servant at Washington, the other day. He brought me a note from his master—who by the way is a superior man, sir—and as soon as he spoke I at once recognised the brogue, and said to him, 'You're from Munster, are you not?' 'I am, please your honor,' replied he, astonished at the question. 'From the county Clare I presume?' 'Yes sir,' said he, still more astonished. 'What town did you come from?' 'The town of Ennis, sir.' 'Oh,' said I laughing, 'I know Ennis very well—pray does Sir Edward O'Brien still live at Dromoland?' 'He does indeed, sir.' 'And Mr. Stackpool at Edenvale?' 'And the Knight of Glin on the banks of the Shannon?' 'Yes sir,' and then after a pause and a low bow he said, 'Might I make bold to ask, sir, how long you lived in Clare?' 'I never was in Europe,' said I, 'but I hope to be there soon.' 'Oh, sir, don't be after making a fool of me—faith, you're a bit of an Irishman, for you have the brogue, and you know as much of the country as I do myself, and more too,

'I'm thinking.' It was in vain that I assured him 'I had never seen Ireland—he went away still insisting that I had lived there!'

No wonder poor Paddy should have been deceived, when we on board the ship, both English and Irish, were often made to blush by the superior local information that Mr. Randolph possessed, even of the very counties in which we were born!

He used to amuse himself with two Yorkshire passengers by speaking in the peculiar dialect of the "West Riding," and if they sometimes corrected any expressions, he would enter into a regular argument, and quote authorities—such as ballads, story books, old songs, &c., to prove that he was correct, and in most instances they had to confess that he was right. All this was done in the most perfect good humor, and it afforded us a vast deal of amusement, for he would enter into those discussions with as much apparent zeal as if he were speaking on the Tariff bill in Congress!

One day I asked him who was his favorite candidate for the Presidency after Mr. Monroe's time would expire? "Why, Sir," replied he, "if it had not been for his *wrong* vote on the Missouri question, I should at once say Rufus King; he is the 'best man north of the Potomac, and a gentleman, too, of the old school; and best of all, sir, an honest man—rather a scarce article now among politicians. A sad mistake sir, he made, on that question; but he thought he was right, and I esteem him still, but he will not now do for President. The New England men, sir, would rob us of our patrimonial slaves and our patrimonial oak, and they are trying to obtain some of our patrimonial acres also; but it will not answer, sir. Old Virginia has some strength left yet, and we must therefore get a southern man for President!"

He was very free in expressing his opinions of all the great political characters, both living and dead, and his satire was cutting. Sometimes he amused us by repeating parts of his speeches in Congress, on important subjects, especially on the late war and the Bankrupt Bill, both of which he opposed most violently. Once or twice during the voyage he lost his temper, but generally speaking he was in good humor, and full of spirits, and contributed greatly to our amusement. I regretted very much that we had to part in Liverpool, but we agreed to meet again during the summer in London.

In the month of June business took me to London, and my father accompanied me. I immediately called at Randolph's lodgings, and was glad to find him in town. The next day I introduced him to my father, who was greatly pleased with him. In the course of our conversation he suddenly rose from his chair, and said in his most imposing manner—"Sir, I have lately seen the greatest curiosity in London—aye, and in England too—compared to which, Westminster Abbey, the Tower, Somerset House, Waterloo Bridge, and Parliament itself, sink into utter insignificance!—Yes, sir, I have seen Elizabeth Fry in Newgate, and have witnessed the miraculous effects of true Christianity upon the most depraved of human beings—bad women—who are worse, if possible, than the Devil himself; and yet Mrs. Fry has absolutely tamed them into subjection, and they weep repentant tears whenever she addresses them. Nothing but religion could effect this; and what can be a greater miracle than the conversion of a degraded woman, taken from the dregs of society;—and you must also see this wonder. Come, sir, this is her morning for visiting the prisoners, and we shall be just in time. I will introduce you, as she has permitted me to bring my friends with me."

We immediately ordered a carriage and drove to Mrs. Fry's house, but found to our disappointment that the death of a relative had suddenly called her to the country.

Subsequently I had an opportunity of accompanying her to Newgate, and the scene which I there saw fully justified Randolph's description of it.

Some time afterwards I dined with Mrs. Fry at her country seat near London, and Mr. Randolph's name was mentioned at table. "He is a singular character," said one of her daughters to me; "we had quite an amusing note from him the other day. My mother requested me to write a note of invitation to dinner to him, and in it I apologized for naming so unfashionably early an hour as four o'clock. His reply was as follows:

"Mr. Randolph regrets that a prior engagement will deprive him of the pleasure of dining with Mrs. Fry on Thursday next. No apology, however, was necessary for the hour named in her note, as it is two hours later than Mr. R. is accustomed to dine in Virginia, and he has not yet been



"long enough in London to learn how to turn day into night, and vice versa."

I should mention that the fashionable dinner hour was 8 o'clock, which Randolph disliked very much, and frequently protested against.

Very soon after he arrived in London he became acquainted with Lord L., who introduced himself to him one night under the gallery of the House of Commons. His Lordship told me afterwards that he had never met with so well informed a gentleman on all subjects of History, Belles Lettres, Biography, &c. "and sir," said he, "what most astonished me was his intimate local knowledge of England and Ireland—I thought I knew them well, but I was obliged to yield the palm to Mr. Randolph. I was so delighted with his conversation, that I was determined to pay a compliment which I knew would gratify his Virginia pride. Without mentioning to him my intention, I solicited permission from the Lord Chancellor to introduce Mr. Randolph into the House of Lords at the private entrance near the Throne; and having obtained it, I desired the doorkeeper to admit him whenever he presented himself, the same as if he were a Member of the House. I am a high Tory, sir, but I worship talent even in a Republican; and, I assure you, it gave me great pleasure to show this mark of distinction to your American friend."

I know I very much envied him this privilege on the night of the debate on Mr. Canning's "Roman Catholic Peers' Bill." The House of Lords was excessively crowded, and I had to wait for nearly two hours before I could obtain admission into the space below the bar; and just as I squeezed myself through the doorway, nearly suffocated, I espied John Randolph leisurely walking in, at the other door surrounded by Canning, Lord Londonderry, Sir Robert Peel, and many other distinguished members of the House of Commons.

He did not take any letters of introduction with him from this country. I asked him, one day, why he had refused them. "Because, sir," replied he, "I go to England to see and not to be seen—to hear, and not to be heard."

He became, however, one of the lions of the day, and his company was much sought after. At the splendid ball given for the benefit of the Irish poor under the patronage of the King and royal family, Lord Londonderry singled out Randolph, and stood by him for a considerable time, pointing out to his notice all the distinguished characters, both male and female, as they passed in review before them.

"Your countryman, sir," said he to me a few days afterwards, "is a most accomplished gentleman. Who could ever suppose that so fascinating an exterior covered so much deceit? I admire his polite manners, but detest his politics!"

A very distinguished member of Parliament brought Mr. Randolph and Miss Edgeworth together at his breakfast table, and he told me that he had never enjoyed so rich an intellectual treat before. To use his own words, "spark produced spark, and for three hours they kept up the fire until it ended in a perfect blaze of wit, humor and repartee. Mr. Randolph absolutely knew Miss Edgeworth's works better than she did herself, for immediate quotations, and we were all exceedingly astounded by his intimate acquaintance with Ireland and Irish manners. Lady T. and myself did nothing but listen, and I was really vexed when some public business called me away!"

I was with Randolph one morning soon afterwards, when he received a most friendly note from Miss Edgeworth, written in the familiar style. I begged of him to give it to me as a keepsake. "Give that note to you!" said he with emphasis—"why, I would not part with it for half my estate!"

One day we dined together at the Marquis of L's, where we met several distinguished characters, and amongst them were Professor Smythe, of Cambridge, and Sir John Newport. The hour mentioned on the card of invitation was quarter past seven. I said to Randolph that we need not reach the house much before 8. "Sir," replied he, "I always comply literally with the terms of an invitation—we must be there at the time specified." We went accordingly; and, as I had predicted, there was nobody in the parlor, nor had the Marquis yet reached home from the House of Lords. However, by and bye, the Marchioness, a very lovely woman, made her appearance, and Randolph apologized for our republican punctuality. In a short time the rest of the company joined us, and at 8 o'clock we sat down to an excellent dinner. The conversation became very animated, and took a political turn. Randolph was questioned closely on American affairs, and amused them very much by his replies. He exposed what

he termed the sad degeneracy of old Virginia, and became quite pathetic, in mourning over the abolition of the laws of primogeniture. Some of the company thought this a strange complaint from a republican; and, before we separated, they really had nearly mistaken Randolph for an Aristocrat! Professor Smythe was so much interested in the conversation, he walked home with us after the party broke up, and remained at our lodgings until 2 o'clock in the morning, endeavoring to procure as much particular information as he could about American institutions. When he had gone I could not avoid telling Randolph that I was the best republican of the two, and I laughed at him for having played the aristocrat so well. The Professor gave us a warm invitation to visit him at Cambridge, which Mr. Randolph subsequently availed himself of, but I was prevented by business from accompanying him. He afterwards told me that he was delighted with his visit to that classical city, where he became acquainted with several learned men.

I visited most of the curiosities of London with him, and derived great advantage from his intimate knowledge of everything. We always dispensed with the show-men and guides, as he much preferred to act in that capacity himself, and I willingly paid them the fees for his services. He had a curious fashion of leaving his card, "Randolph of Roanoke," wherever we entered, whether it was Westminster Abbey among the monuments, or at the top of St. Paul's; and I never could exactly understand his motive—some strange piece of vanity!

#### NO. IV.

Mr. Randolph was as singular in his dress whilst in London as he used to be at Washington, and whenever we walked the streets together, the people would turn about and stare at him with astonishment; but this never seemed to offend him; on the contrary, if he got upon an interesting topic of conversation, he would sometimes stop in one place, no matter how public, until he delivered one of his "extemporaneous flashes," as I used to term them, and then walk quietly on, without paying the least regard to the shrugs of the passing strangers. Although it was his first visit to the metropolis, yet he possessed a thorough knowledge of all the streets, lanes, alleys, &c.; and when we had any great distance to walk, he used to take all the short cuts through by-lanes, &c., which I had supposed were only known to a Londoner.

One morning we set out together to pay a visit to Miss Edgeworth, and he was to be the guide. He began to tell me some very interesting anecdotes, and I listened without paying any attention to the streets we were traversing. At length, after about an hour's walking, I just asked him how much farther we had to go; he suddenly stopped, and looking around him exclaimed, "Why, really Sir, we have been so very agreeably employed I perceive we have gone about a mile out of our way; but no matter, exercise is good for young men." We immediately retraced our steps; but when we arrived at Miss Edgeworth's lodgings, had the misfortune to find that she had left town only two hours before for Ireland! "Delays are dangerous," said Randolph; we should have come here yesterday, agreeably to my intention."

After spending four weeks very delightfully in London I was obliged to return to Ireland, and parted with much regret from Mr. Randolph, whom I did not again see until my return to America in 1823.

I arrived here from Europe in May, 1823, during the Long Island Races, but was not tempted to attend them, even by the great attraction of Eclipse and Henry, who were then to contend for the grand prize. I was glad to find Mr. Randolph in town, and called upon him at Mrs. Bradish's. He gave me a most amusing description of the Race Course, but contended that the Race would have been won by Henry, had he not been frightened by the immense crowd, who rather encroached upon the ground. Not being a sportsman, I was unable to defend "Eclipse," which I thought of very little consequence, inasmuch as he had won the race—pretty good "prima facie evidence" in his favor! After the termination of this great race, when the crowd were loudly applauding the successful rider—Purdy—Mr. Randolph, who had just before expressed great confidence in "Henry," gave vent to his disappointment by exclaiming to the gentlemen around him—"It is a lucky thing that the President of the United States is not elected by acclamation, otherwise Mr. Purdy would be our next President beyond a doubt!"

He spent a night with Rufus King at Jamaica, and on his return to town the next morning he said to me—"Ah, Sir, only for that unfortunate vote on the Missouri question—he is the man of my choice—the genuine English gentleman of the Old School—just the right man, Sir, for these degenerate

times—but Missouri has destroyed his chance for ever!"

In the spring of 1824, I received a letter from him requesting me to engage passage for himself and his faithful man John on board the Liverpool packet of 16th May. He reached town the day before the vessel sailed, and I had a busy day with him. At night I told him that I would call upon him the next morning at half past 9 o'clock, and I begged of him to have all his luggage, &c., in readiness to be taken down to the steamboat which would start for the ship precisely at 10 o'clock.

Next morning I accordingly called on him at Bunker's, expecting to find him in perfect readiness; but what was my astonishment upon entering his room, to see him in his dressing gown, writing a letter, with a large Bible open before him, and John on the floor most busily engaged unpacking a trunk! "What in the world is the matter, Mr. Randolph?" exclaimed I. "Do you know that it is almost 10 o'clock, and the steamboat never waits a minute for any person?" "I cannot help it, Sir," replied he; "I am all confused this morning; I am just writing a farewell letter to my constituents, and would you believe it, Sir, I have forgotten the exact words of a quotation from the Bible, which I must use; and as you know I always quote correctly, I cannot go on till I find it. I never was at fault before." "What is the quotation," I asked; "perhaps I can assist you, for time is precious." "Why," said he, "it begins 'How have I loved thee, oh Jacob—but for the life of me I cannot remember the other words. Here, you take the Bible and look over it, whilst I finish the rest of the letter.'" "My dear Sir," replied I, "you cannot wait to do this; but let us take letter, Bible and all on board the boat, where you will have ample time to complete your quotation before we reach the ship." To this he agreed after some hesitation; and then he suddenly said, "Well, Sir, I will not take John with me, and you must get back his passage money!" "Not take John with you?" I exclaimed; why, this is folly: only recollect how much you suffered last voyage for want of him!" "Sir, I have decided; the question is no longer open to discussion. John has disoblige me—he has become spoiled by your free blacks, and I don't want to have to take care of him." Then turning to poor John, who was much distressed, he gave him a long list of instructions as to his journey back to Virginia; and when he had just concluded, he said to him in a sarcastic manner, "Now John, you have heard my commands—but you need not obey them. When you get to Philadelphia, call on the Manumission Society, and they will make you free, and I shall not look after you!" This was too much for poor John, who replied in much agitation—"Master John, this is too hard—you know I love you—and you know you find me at Roanoke when you come back!"

I really felt indignant, and said—"Well, Mr. Randolph, I could not have believed this: I thought you had more compassion. Surely you have punished him enough by leaving him behind, without hurting his feelings;—you have made the poor fellow cry." "What!" said he quickly, "does he shed tears?" "Yes," replied I, "I saw them myself." "He shall go with me. John take down your baggage!" was the end of this curious scene. John instantly brightened up—forgot his master's anger, and in a short time I bid them both good bye.

When they returned from England in the fall, I called upon Randolph, and my first question was—"Well, sir, did you regret my advice about taking John?" "Regret it, sir!" replied he, "I should have died without him; he saved my life three times!" "Then," said I, "I hope, to use your own figure of speech, next time you will not go off at half-cock!" I then asked him how he was pleased with England during this visit. He answered with enthusiasm—"There never was such a country on the face of the earth as England, and it is utterly impossible that there can be any combination of circumstances hereafter to make such another country as Old England now is!"

He then gave me a rapid sketch of his journey, and told me that he had gone to Ireland agreeably to his promise, and was delighted with the country and people, but shocked at witnessing so much misery. Alluding to the oppressions of both the Government and Church, he said, "The Lion and the Jackall have divided the spoils between them, sir; but if I had my way, I would unmuzzle the ox which treadeth out the corn." He also said that he thought the Marquis of Wellesley must be an impartial man, because he received the violent abuse of both parties—"no small compliment to a statesman, sir, in the present state of Ireland!"



No. V.

Since the year 1824 I have not seen much of Mr. Randolph, as he has only paid two or three hurried visits to New York, and I have not been in Washington since the winter of 1823. But we kept up a correspondence, sometimes pretty regularly, at other times his letters "like Angela's" visits were few and far between."

I shall give a few occasional extracts from them. He was very jealous of his fame as a correct speaker in Congress, and used to be continually blaming the reporters for not taking accurate reports of his speeches.

In a letter dated Feb. 14, 1824, I find he says, referring to a speech he had just made:

"As you have done me the honor to transmit my 'bagatelle of a speech across the Atlantic, I wish you could find some means of apprising Lord L., and Mr. R., of some gross mistakes of my meaning by the Reporter. I never spoke of Mr. Pitt as the 'greatest' of Ministers, for such I never thought him. I described him as one of the 'loftiest and most unbending,' and instead of referring my auditors to the countless speeches of Mr. Fox, I expressly stated the case of interference attempted by Mr. Pitt to be that of Oczakow. If you please I will send you a more correct report of what I said, and I shall be gratified very highly if it should attract the attention of such good patriots and able statesmen as Lord L., Lord H., and Mr. S. R."

"When you write to England or Ireland pray remember me to all friends. By the way, get some 'Liverpool friend to send you 'Tim Bobbin,' (a Lancashire author) and then make me a present of it. Farewell, my good Sir. Sincerely yours, J. R. of R."

"P. S. As you relish such matters, I send you a couple of jeux d'esprit:

"On Dr. H. delivering a very flowery oration, with a scroll of barley sugar brandished in his right hand."

"With razor keen  
As e'er was seen,  
A B-r-b-r they call Phil,  
In Congress rose,  
And by the nose  
Took Mr. Hemphill's Bill:  
In huge affright  
At such a sight,  
I saw a Jersey Dandy  
Attempt to stay  
That razor's way  
With a stick of sugar candy."

"Wynn, the Virginia Racer, sold Dr. Thornton, of great notoriety, a race-horse named Ratler, and was obliged to bring suit for payment. Thornton pleaded that Ratler was good for nothing, and Wynn proved that he had been brought to that condition by starvation:

"WYNN vs. THORNTON.  
"How can he hope to win, whatever his speed,  
"With his horses unfed, and his Counsel unfed?  
"His horses unfed will sure lose him his race,  
"And his lawyers unfed will lose him his case."

"March 1, 1824.

"I send you a more correct report of my speeches on the Greek question than has yet been published. They are not compositions in writing; they are short hand reports, with here and there a correction of a flagrant mistake. I shall send you by to-morrow's mail all Cobbett's printed sermons. I am very unwell and nearly blind. Farewell—and let me hear from you as often as possible. I have the gout in my right hand and great toe. I should dislike that Mr. S. R., or Lord L., or Lord H.—should think I spoke of Mr. Pitt as the 'greatest of Ministers.' I never thought so, and said no such thing. I gave the palm to Mr. Fox. Yrs. J. R. of R."

"March 9, 1824.

"Your favor of the 6th arrived not ten minutes ago. You see that I endeavor by the promptitude of my acknowledgements to obtain, if not to deserve, a continuance of your favors. If such as that before me be among your 'stupid' letters, I shall die a laughing when I get one of the witty ones.

"Yesterday, Mr. — came out flushed with confidence on the Tariff bill; but his shallow sophistry and ignorance were exposed in the most glaring manner. (He did not know that the article of the treaty which he had signed was a transcript of that of Jay in 1794; and he talked of duties which England had laid, &c.) We struck out the third section of the bill, 114 to 66, and I never saw mortification more strongly depicted than in his face and manner. I think we shall defeat the bill.

"Mr. Macon was much diverted with your letter, which I took the liberty to send to him; especially that part of it that relates to your Irish road job."

"I remember well Miss Edgeworth's admirable satire. By the way, do you ever have a conveyance to her? If you are one of her correspondents, make my devoirs.

"In one of my speeches, 'will' is reported for 'shall.' I forget whether I corrected it or not."

"April 14—From Babel.

"Nothing but the Tariff bill kept me from going to New York on Sunday last to take passage in the packet that sails on Good Friday.

"A most unprovoked and rude attack was made upon me in the House on Monday; but it was received in a spirit which Robert Barclay could not have disapproved, and which bought me 'golden opinions' from all sorts of people. I have heard of many—Mr. King, the Patroon, and twenty more—speaking for themselves. Mr. K. said 'he was delighted, &c. &c.' with much more that my modesty will not permit me to write."

"May 11, 1824.

"If the affair of Mr. Edwards and the Tariff will let me off in time, I shall travel post so as to reach New York on the night of the 15th, and take my passage for the 'father-land' the next day. Can you arrange this matter so as not to compromise me if I do not arrive, and at the same time not to make public my design?

"Mr. Crawford has this day triumphantly, but with the most perfect dignity and good temper, refuted Mr. Edwards's charges, and has convicted him of perjury without using the term, or bringing the charge, merely by referring to second testimony that directly contradicts his evidence on oath. It is the most passionless production that can be conceived, and will recoil upon his adversaries. I consider that this business will insure his election."

"May 13.

"My servant (John) goes on this day, and if I do not overtake him at Baltimore this evening, I shall be off to-morrow morning with the speed of light, and in New York as quick as 'horses, steam, guineas but not curses' can carry me. Pray clap a writ on the 'Nestor's' stern until I arrive, which I'm told will be Sunday morning, time enough, I trust, for the packet."

"At anchor off the Hook, Sunday night.

"I forgot my stick, a hickory sapling, on board the steamboat, this morning. I left it where I was writing. It is 'pignus amicitiae,' and the pilot has promised to recover it, if possible, for which purpose I have given him one dollar and a description of the stick, which has no cost bestowed upon it, but a ferule and a little varnish, and has a bulbous head. Pray send it by the 'Orbit.' Poor John has no bed, and I am sorry I brought him. Yours truly. J. R. of R."

POETRY.

[From the Knickerbocker for June.]

THE EAGLE'S CANZONET.

"Audeo Solem."

My eyrie is the rifted rock,  
Which props the clouds of mist,  
And there I brave the whirlwinds' shock,  
And live as eagles list.  
My watchtower is the ether pure,  
Where, on my wings I rest;  
From man's presumptuous gaze secure,  
Unbacked—unoppressed.  
And there I lie,  
With eager eye,  
To watch the movements of my hapless prey,  
Then stoop and seize, and tear their hearts away.  
Up with the orb of light,  
Exulting and alone,  
I wing my tireless flight,  
In regions all my own.  
High in his blaze I soar,  
Till, cradled in the west,  
He sinks amid the roar  
Of billows to his rest.  
'Tis then I stoop,  
With bloodless swoop,  
To gain, in shelter of the mist crowned cleft,  
My screaming wild brood, not of care bereft.  
Mine was a royal lot  
Since ever Time began,  
The idol of the warrior's thought,  
The emblem on his van:  
The crest of nations as they rose,  
To majesty and might,  
Their bird of hope, mid thronging foes,  
Their watchword in the fight.  
And ever so,  
My name shall glow,  
Linked with the great, the mighty, and the free,  
The lords and arbiters of earth and sea.  
O, I will live as ever,  
While day succeeds to day;  
The quivering limb to sever,  
Or soar sublime away.  
And when old age steals o'er me,  
Some dreadful deed shall tell—

I die like those before me,  
Who fiercely fought and fell.  
I'll call at length,  
My falling strength,  
And, pouncing on the ruthless tiger, part  
My beak and talons writhing in his heart.

[The following capital lines, from the Standard of Saturday, are more in the Halleck vein than any thing that has caught our eye for some time: If we mistake not, they are by a hand which has more than once favored these columns with some very happy poetic contributions:]

ADDRESS TO BLACK HAWK.

There's beauty on thy brow old chief: the high  
And manly beauty of the Roman mould.  
And the keen flashing of thy full dark eye,  
Speaks of a heart that years have not made cold:  
Of passions scathed not by the touch of time,  
Ambition, that survives the battle route.  
The man within thee, seems to play the mime  
To gaping crowds that compass thee about.  
Thou walkest with thy warriors by thy side,  
Wrapped in fierce haste, and high unconquered pride.

Chief of a thousand warriors! dost you yet  
Vanquished and captive, dost thou deem that here—  
The glowing day star of thy glory set—  
Dull night has closed upon thy bright career?  
Old forest lion, caught and caged at last,  
Dost pant to roam again thy native wild?  
To float upon the life blood flowing fast  
Of thy crushed victims; and to slay the child,  
To dabble in the gore of wives, and mothers,  
And kill, old Turk, thy harmless pale faced brothers?

For it was cruel, Black Hawk, thus to fluster  
The dove-cotes of the peaceful pioneers,  
To let thy tribe commit such fierce, and utter  
Slaughter among the folks of the frontiers.  
Though thine be old hereditary hate,  
Begot in wrongs, and nursed in blood, until  
It had become a madness, 'tis too late  
To crush the hordes who have the power, and will  
To rob thee of thy hunting grounds, and fountains,  
And drive thee backward to the Rocky Mountains.

Spite of thy looks of cold indifference,  
There's much thou'st seen that must excite thy wonder.  
Wakes not upon thy quick and startled sense  
The cannon's harsh and pealing voice of thunder?  
Our big canoes with white and wide-spread wings,  
That sweep the waters as birds sweep the sky—  
Our steamboats, with their iron lungs, like things  
Of breathing life, that dash and hurry by?  
Or if thou scorn'st the wonders of the ocean,  
What think'st thou of our railroad locomotion?

Thou'st seen our museums, beheld the dummies,  
That grin in darkness in their coffin cases:  
What think'st thou of the art of making mummies,  
So that the worms shrink from their dry embraces?  
Thou'st seen the mimic tyrants of the stage  
Strutting in paint and feathers for an hour—  
Thou'st heard the howlings of their tragic rage,  
Seen their eyes glisten and their dark brows lower.  
Anon, thou'st seen them with their wrath cool'd down,  
Pass in a moment from a king to clown.

Thou'st seen these things unmoved, say'st thou, old fellow?  
Then tell me, have the white man's glowing daughters  
Set thy cold blood in motion?—Has't been mellow,  
By a sly cup or so of our fire water?  
They are thy people's deadliest poison—they  
First make them cowards, and then, white men's slaves,  
And sloth, and poverty, and passion's prey,  
And lives of misery, and early graves.  
For by their power, believe me, not a day goes,  
But kills some Foxes, Sacs, and Winnabagoes.

Say, does thy wandering heart stray far away?  
To the deep bosom of thy forest home,  
The hill side, where thy young papooses play,  
And ask amid their sports when thou wilt come?  
Come not the wailings of thy gentle squaws,  
For their lost warrior load upon their ear,  
Piercing athwart the thunder of huzzas,  
That, yelled at every corner, meet thee here?

The wife who made that shall decked wampum belt,  
Thy rugged heart must think of her and melt.  
Chafes not thy heart as chafes the panting breast  
Of the caged bird against his prison bars,  
That thou, the crowned warrior of the west,  
The victor of a hundred forest wars,  
Should'st in thy age become a racee show,  
Led like a walking bear about the town,  
A new caught monster, who is all the go,  
And stared at gratis, by the gaping clown?

Boils not thy blood, while thus thou'rt led about,  
The sport and mockery of the rabble rout?  
Whence came thy cold philosophy? whence came,  
Thou tearless, stern and uncompromising one,  
The power that taught thee thus to veil the flame  
Of thy fierce passions? Thou despicable fun,  
And thy proud spirit scorns the white men's glees  
Save thy fierce sport, when at the funeral pile,  
Of a bound warrior in his agony,  
Who meets thy horrid laugh with dying smile  
Thy face, in length, reminds one of a Quaker's,  
Thy dances, too, are solemn as a Shaker's.

Proud scion of a noble stem! thy tree  
Is blighted, and bare, and seared and leafless now.  
I'll not insult its fallen majesty,  
Or drive with careless hand, the ruthless plough  
Over its roots. Torn from its parent mould,  
Rich, warm and deep, its fresh free beamy air  
No second verdure quickens in our cold  
New barren earth, no life sustains it there.  
But even though prostrate, 'tis a noble thing,  
Though crownless, powerless, "every inch a king."  
Give us thy hand, old nobleman of nature,  
Proud leader of the forest aristocracy;  
The best of blood glows from thy every feature,  
And thy curled lip speaks scorn for our democracy,  
Thou wear'st thy titles on that god-like brow;  
Let him who doubts them, meet thine Eagle eye;  
He'll quail beneath its glance, and disavow  
All question of thy noble family;  
For thou may'st here become, with strict propriety,  
A leader in our city good society.



**NIGHTS IN JUNE.**  
Whose light so gladome shines aloft  
That ev' the dew refrains from weeping,  
And every breath that comes is soft  
And pure as that of infants sleeping—  
Nights, such as Eden's calm recall,  
In its first lonely hour,—when all  
So silent is, below, on high,  
That if a star falls down the sky,  
You almost think you hear it fall!

**SUNSET.**  
Now in his palace of the West,  
Sinking to slumber, the bright Day,  
Like a tired monarch fann'd to rest,  
Mid the cool air of evening lay:  
While round his couch's golden rim  
The gaudy clouds, like courtiers, crept—  
Struggling each other's sight to dim,  
And catch his last smile ere he slept.

**A PORTRAIT.**  
And first, a dark-eyed nymph,—array'd  
Like her, whom Art hath deathless made,  
Bright Mona Lisa,—with that braid  
Of hair across the brow, and one  
Small gem that in the centre shone,  
With face, too, in its form resembling  
Da Vinci's beauties—the dark eyes  
Now lucid, as through crystal trembling,  
Now soft, as if suffus'd with tears.

### MARRIAGES.

On Saturday morning last, by the Rev. Mr. Eastburn, THATCHER T. PAYNE, Esq. to ANNA ELIZABETH PALEY, all of this city.  
On Monday morning, in Grace Church, by the Rev. Dr. Wainwright, EDWARD S. GOULD, to MARY E. POTTER, eldest daughter of Cornelius Dabois, Esq. all of this city.

Yesterday morning, 18 instant, by the Rev. Dr. Matthews, JOHN SLOSSON, to ELIZABETH, daughter of JOHN STEWARD, Jr. Last evening, by the Rev. Dr. Wainwright, Mr. SIMON BUTLER, of Northampton, Mass. to Mrs. CHARLOTTE MCNEILL, of this city.

At Nassau, Rensselaer County, on the 13th inst., by the Rev. Mr. Tracy, ROBERT DAY, of the city of New York, to ELIZA, daughter of Thomas Hoag, Esq. of the former place.

### DEATHS.

On Saturday morning, THOMAS LYNCH, aged 51 years, (of the firm of Lynch & Clarke)

This morning, in the 30th year of his age, SAMUEL BARD, son of William Bard, Esq.

Wednesday morning, after a short but severe illness, in the 13th year of her age, Miss MARGARET-MARY-AGNES McFARLAN, youngest daughter of the late Henry McFarlan.

Wednesday morning, after a short illness, Mr. JAMES BLACKWELL, aged 40.

Wednesday, after a lingering illness, MICHAEL CRAWBUCK, aged 44 years, son of Peter Crawbuck, deceased.

On Sunday evening, ROSA W., infant son of R. W. Wood, aged 31 months and 9 days.

On Tuesday, THOMAS S. BLAUVELT, Printer, in his 56th year. At Mattenawa, Flahill Landing, on Monday, 17th instant, in the 75th year of her age, Mrs. MARGARET SCHENCK, relict of Peter A. Schenck, formerly Surveyor of the port of New York.

The death of this excellent lady has left a blank that will long remain in the circle in which she moved.

May 21st, on her passage from Mobile, where she had been for the benefit of her health, Mrs. MARY CENTER, wife of Robert Center, Esq.

In Marine Settlement, Madison County, Ill. of malignancy Cholera, on the 17th ult. Moses Clark, aged 24. On the 20th, Captain Curtis Blakeman, aged 57. On the same day, Miss Betheas Blakeman, aged 15. On the same day, Mrs. Wood, a widow lady. On the 1st, Mrs. Eliza Blakeman, relict of Capt. Blakeman, aged 36.

At New Orleans, May 29, of Cholera, Capt. George Rollins, aged 65 years, a native of Somersworth, N. H., and for many years a respectable citizen of the former place.

### TO DIRECTORS OF RAILWAY COMPANIES AND OTHER WORKS.

As Engineer lately from England, where he has been employed in the location and execution of the principal railways in that country, wishes to engage with some company in the United States.

From his practical knowledge of the various kinds of motive power, both of stationary and locomotive engines, also the construction of railway carriages of many descriptions, he has no doubt that he would prove of efficient service to any company having works now in progress.

Letters addressed to W. E. G. 35 Wall street, or to the care of Wm. & F. Jacques, 90 South street, will be punctually attended to. Most satisfactory reference can be given. null

### PATENT RAILROAD, SHIP AND BOAT SPIKES.

The Troy Iron and Nail Factory keep constantly for sale a very extensive assortment of Wrought Spikes and Nails, from 1 to 16 inches, manufactured by the subscriber's Patent Machinery, which after five years successful operation and now almost universal use in the United States (as well as England, where the subscriber obtained a Patent,) are found superior to any ever offered in market.

Railroad Companies may be supplied with Spikes having countersink heads suitable to the holes in iron rails, to any amount and on short notice. Almost all the Railroads now in progress in the United States are fastened with Spikes made at the above named factory—for which purpose they are found invaluable, as their adhesion is more than double any common spikes made by the hammer.

All orders directed to the Agent, Troy, N. Y., will be punctually attended to.

HENRY BURDEN, Agent.

Troy, N. Y. July, 1831.

Spikes are kept for sale, at factory prices, by I. & J. Townsend, Albany, and the principal iron Merchants in Albany and Troy; J. L. Brower, 221 Water street, New-York; A. M. Jones, Philadelphia; T. Janviers, Baltimore; Degrand & Smith, Boston.

P. S.—Railroad Companies would do well to forward their orders as early as practical, as the subscriber is desirous of extending the manufacturing so as to keep pace with the daily increasing demand for his Spikes.

H. BURDEN.

### RAILROAD CAR WHEELS AND BOXES, AND OTHER RAILROAD CASTINGS.

Also, AXLES furnished and fitted to wheels complete, at the Jefferson Cotton and Wool Machine Factory and Foundry, Paterson, N. J. All orders addressed to the subscribers at Paterson, or 60 Wall street, New-York, will be promptly attended to. Also, CAR SPRINGS.

ROGERS, KETCHUM & GROSVENOR.

GRACIE, PRIME & CO., offer for sale, at 323

3 cases Gum Arabic  
20 do. Danish Smalts, EFFF } Reduced Duty  
10 do. Saxon do. do.  
100 bags Saltpetre  
2 do. Gall Nuts; 20 tons Old Lead  
100 do. Trieste Rags, FF  
6 boxes each 50 lbs. Tartaric Acid  
4 do. each 25 lbs. do. do.  
1 case 50 bottles Syrup de Vinaigre  
10 cases White Hermitage; 20 do. Cote Rotie  
10 do. Dry St. Peray; 50 do. Bordeaux Grave  
30 do. Chateau Grille; 5 cases each 13 bottles Olives in Oil  
6 bales Fine Velvet Bottle Corks  
100 do. Bourbon Cloves  
30 do. Molasses Almonds  
143 bundles Liquorice Root  
4 bales Goat Skins  
1 cask Red Copper, 1 do. Yellow do.

### DRY GOODS BY THE PACKAGE.

10 cases light and dark ground Prints  
40 do. 3-4 and 5-4 colored and black Merinos  
15 do. 5-8 colored and black Circassians  
2 do. Silk Bandannas, black and colored  
4 do. Italian Lustrings  
3 do. White Satteens  
4 do. White Quiltings  
10 do. Borrie's Patent Thread, No. 22 and 25  
10 do. Super high col'd Madras Hdks, ent. to debenture  
100 pieces Fine English Sheetings, for city trade  
3 cases Canton Cord  
2 do. Super blue, black, and colored Cloths—selected expressly for Merchant Tailors  
20 bales low priced plain Blankets.

### PAPER.

IMPERIAL AND ROYAL—From the celebrated Saugerties Mills, of the following sizes, all put up with 480 perfect sheets to each ream—

Sizes—24x35, 24x36, 24x34, 26x36, 26x37, 29x41, 27x36, 24x38, 24x39, 24x25, 21x26, 21x21, 20x24, &c., &c.

Also—All the old stock of Medium will be sold at very reduced prices, to close sales, the Mill having discontinued making that description of paper.

### ALSO,

Chinese Colored Paper—for Labels, Perfumery, &c.  
5 cases each 1600 Sheets Colored Paper  
2 do do do do do superfine  
2 do do do fig. do do  
3 do do do plain Gold do  
2 do do do plain Silver do  
2 do do do Silver do with red figures  
2 do do do Gold do do  
2 do do do Red do Gold do  
2 do do do White do Silver do. A30

### ENGINEERING AND SURVEYING INSTRUMENTS.

The subscriber manufactures all kinds of instruments in his profession, warranted equal, if not superior, in principles of construction and workmanship to any imported or manufactured in the United States; several of which are entirely new: among which are an Improved Compass, with a Telescope attached, by which angles can be taken with or without the use of the needle, with perfect accuracy—also, a Railroad Goniometer, with two Telescopes—and a Levelling Instrument, with a Goniometer attached, particularly adapted to Railroad purposes.

WM. J. YOUNG,  
Mathematical Instrument Maker, No. 9 Dock street, Philadelphia.

The following recommendations are respectfully submitted to Engineers, Surveyors, and others interested.

Baltimore, 1832.

In reply to thy inquiries respecting the instruments manufactured by thee, now in use on the Baltimore and Ohio Railroad. I cheerfully furnish thee with the following information. The whole number of Levels now in possession of the department of construction of thy make is seven. The whole number of the "Improved Compass" is eight. These are all exclusive of the number in the service of the Engineer and Graduation Department.

Both Levels and Compasses are in good repair. They have in fact needed but little repairs, except from accidents to which all instruments of the kind are liable.

I have found that thy patterns for the levels and compasses have been preferred by my assistants generally, to any others in use, and the Improved Compass is superior to any other description of Goniometer that we have yet tried in laying the rails on this Road.

This instrument, more recently improved with a reversing telescope, in place of the vane sights, leaves the engineer scarcely any thing to desire in the formation or convenience of the Compass. It is indeed the most completely adapted to later al angles of any simple and cheap instrument that I have yet seen, and I cannot but believe it will be preferred to all others now in use for laying of rails—and in fact, when known, I think it will be as highly appreciated for common surveying.

Respectfully thy friend,  
JAMES P. STABLER, Superintendent of Construction of Baltimore and Ohio Railroad.

Philadelphia, February, 1833.  
Having for the last two years made constant use of Mr. Young's Patent Improved Compass, I can safely say I believe it to be much superior to any other instrument of the kind, now in use, and as such most cheerfully recommend it to Engineers and Surveyors.

E. H. GILL, Civil Engineer.

For a year past I have used instruments made by Mr. W. J. Young, of Philadelphia, in which he has combined the properties of a Theodolite with the common Level.

I consider these instruments admirably calculated for laying out Railroads, and can recommend them to the notice of Engineers as preferable to any others for that purpose.

HENRY R. CAMPBELL, Eng. Philad.,  
German and Norristown Railroad

### NOVELTY WORKS,

Near Dry Dock, New-York.

THOMAS B. STILLMAN, Manufacturer of Steam Engines, Boilers, Railroad and Mill Work, Lathes, Presses, and other Machinery. Also, Dr. Nott's Patent Tubular Boilers, which are warranted, for safety and economy, to be superior to any thing of the kind heretofore used. The fullest assurance is given that work shall be done well, and on reasonable terms. A share of public patronage is respectfully solicited.

TOWNSEND & DUFFEE, of Palmyra, Manufacturers of Railroad Rope, having removed their establishment to Hudson, under the name of Duffee & May, offer to supply Rope of any required length (without splice) for inclined planes of Railroads at the shortest notice, and deliver them in any of the principal cities in the United States. As to the quality of Rope, the public are referred to J. B. Jarvis, Eng. M. & H. R. R. Co., Albany; or James Archibald, Engineer Hudson and Delaware Canal and Railroad Company, Carbondale, Luzerne county, Pennsylvania.  
Hudson, Columbia county, New-York, }  
January 29, 1833. }

### SURVEYORS' INSTRUMENTS.

Compasses of various sizes and of superior quality, warranted.

Leveling Instruments, large and small sizes, with high magnifying powers with glasses made by Troughton, together with a large assortment of Engineering Instruments, manufactured and sold by E. & G. W. BLUNT, 154 Water street, corner of Maidenlane.



### INSTRUMENTS.

### SURVEYING AND NAUTICAL INSTRUMENT MANUFACTORY.

EWING & HEARTT, at the sign of the Quadrant, No. 58 South street, one door north of the Union Hotel, Baltimore, beg leave to inform their friends and the public, especially Engineers, that they continue to manufacture to order and keep for sale every description of instruments in the above branches, which they can furnish at the shortest notice, and on fair terms. Instruments repaired with care and promptitude. For proof of the high estimation on which their Surveying Instruments are held, they respectfully beg leave to tender to the public perusal, the following certificates from gentlemen of distinguished scientific attainments.

To Ewing & Heartt—Agreeably to your request made some months since, I now offer you my opinion of the instruments made at your establishment, for the Baltimore and Ohio Railroad Company. This opinion would have been given at a much earlier period, but was intentionally delayed, in order to afford a longer time for the trial of the instruments, so that I could speak with the greater confidence of their merits, if such they should be found to possess.

It is with much pleasure I can now state that notwithstanding the instruments in the service procured from our northern cities are considered good, I have a decided preference for those manufactured by you. Of the whole number manufactured for the Department of Construction, to wit: five Levels, and five of the Compasses, not one has required any repairs within the last twelve months, except from the occasional imperfection of a screw, or from accidents, to which all instruments are liable. They possess a firmness and stability, and at the same time a neatness and beauty of execution, which reflect much credit on the artists engaged in their construction.

I can with confidence recommend them as being worthy the notice of Companies engaged in Internal Improvements, who may require instruments of superior workmanship.

JAMES P. STABLER,

Superintendent of Construction of the Baltimore and Ohio Railroad.

I have examined with care several Engineers' instruments of your Manufacture, particularly Spirit levels, and Surveyors' Compasses; and take pleasure in expressing my opinion of the excellence of the workmanship. The parts of the levels appeared well proportioned to secure facility in use, and accuracy and permanency in adjustments.

These instruments seemed to me to possess all the modern improvement of construction, of which so many have been made within these few years; and I have no doubt but they will give every satisfaction when used in the field.

WILLIAM HOWARD, U. S. Civil Engineer.

Baltimore, May 1st, 1833.

To Messrs Ewing & Heartt—As you have asked me to give my opinion of the merits of those instruments of your manufacture which I have either used or examined, I cheerfully state that as far as my opportunities of my becoming acquainted with their qualities have gone, I have great reason to think well of the skill displayed in their construction. The neatness of their workmanship has been the subject of frequent remark by myself, and of the accuracy of their performance I have received satisfactory assurance from others, whose opinion I respect, and who have had them for a considerable time in use. The efforts you have made since your establishment in this city, to relieve us of the necessity of sending elsewhere for what we may want in our line, deserve the unqualified approbation and our warm encouragement. Wishing you all the success which your enterprise so well merits, I remain, yours, &c.

B. H. LATROBE,

Civil Engineer in the service of the Baltimore and Ohio Railroad Company.

A number of other letters are in our possession and might be introduced, but are too lengthy. We should be happy to submit them upon application, to any persons desirous of perusing the same.